

**SPEEDS  
&  
SPRAY**

# **SPEED** *and* **SPRAY**

**AUGUST, 1953**



**HOT ROD SKI BOAT WITH  
FULL HOUSE CADILLAC**

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HOW TO DO IT STEP-BY-STEP**

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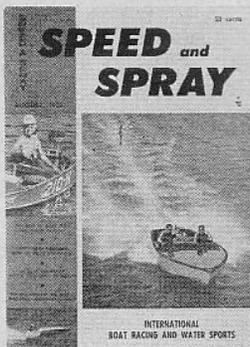
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**COVER**

Rudy Ramos' sensational full race ski boat featured in this issue.

—Jasper Nutter Photo.

The gal in 210-N is Evelyn Sarossy, the New York Stock Racing Champ.

—Lankford Photo.

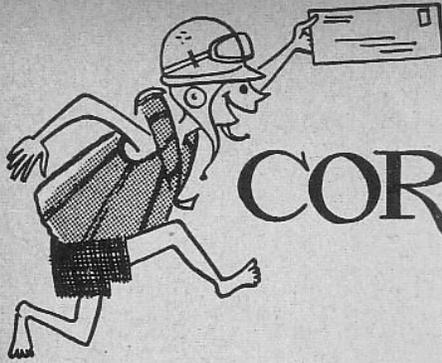
One of those screaming, flying Cracker Boxes caught in full flite.

—Kent Hitchcock Photo

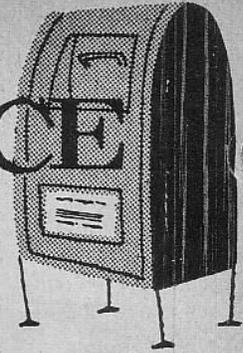
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That clever article "What Price Stability" in the July Issue was written by the boat builder Ralph De Silva and illustrated by Ted Peterson. We pulled a butch and left off the by-line.



# CORRESPONDENCE



## SUGGESTED FEATURES

For several years I have been an avid racing fan, inspired by our own Nickel Cup Races, and have lately caught the "bug." Not being ambitious, my first effort was a Class A Stock job for local competition. I have a new one in mind for next winter's work. I enjoy every issue of *Speed and Spray* and watch for its appearance on the news stand. I would like to see a section devoted especially to designs of various craft—famous and obscure—present and past.

Keith W. Mabee, Gananoque, Ont, Canada

• We welcome suggestions from our readers regarding stories and features.—ED.

## MORE ABOUT MERC CC'S

In regard to the letter in July correspondence column titled "Reduce Merc CC's," this cylinder block was furnished to Hubbell by us. For your information we developed this method and would certainly like to get due credit.

Quincy Welding Works Quincy, Ill.

• Hubbell advises that the block he tested was on the dyno when Quincy's block arrived in his shop, and that further the method used to reduce the cc's was practically identical in both cases. Looks like two smart operators both hit on the same procedure and should both have credit.—ED.

## HOT CINDERS TO HI JOHNSON

Although we have only the highest regard for your props, we have yet to try one. When we broke the competition record at Millerton, we were running another make of prop, which is the same one we have been running for the past two years, and is the only one we own at present.

Bob & Tom Patterson Van Nuys, Cal.

• Apologies from Hi Johnson and *Speed and Spray*. That prop looked enough like a HI-J to fool Johnson and our correspondents.—ED.

## P-500—WHERE DOES IT FIT?

I have a P-500 motor which, as nearly as I can measure it, goes to 68.918 cu. in. I would like to install it in a racing hydro. Is it eligible for 91 cu. in class? Earl Keeling % F.P.O., New York, N.Y.

• The P-500 power head is a 2 cycle motor and as such is not eligible for any of the small displacement inboard hydro classes, the rules of which specify 4 cycle motors only.—ED.

## DON'T DO IT!

I have flipped my 91 cu. in. twice and the third time I hope to have a photo for you.

W. F. Hart Matahina, New Zealand

• We appreciate your perseverance.—ED.

## WESTERN TORPEDO

On page 41 of the April issue you published a photo of a fast sports model inboard runabout, almost clear of the water. I would appreciate information on this boat. What I have in mind is a pleasure runabout which would handle the Chrysler "180" and do 50-55 mph. I have raced "B" conventional and F Runabout and at present am building a Champion "B" Runabout.

C. H. Siedhoff Emporia, Kansas

• The boat you referred to is the Western Torpedo, manufactured by Western Boat Building Co. of Tacoma, Washington. According to Dair Long, who designed this boat, 180 h.p. should give you between 50 and 55 mph. This is an exceptionally well constructed hull, designed and built to withstand the abuse that a boat gets at speeds above 35 mph, and available, I believe, with optional power.—ED.

## IT'S ON THE SCHEDULE

Congratulations on the wonderful Harmsworth story. These are the type of yarns that make American boat racing great. How about a rundown on the 12 and 24 hour records and the 150 mile races? Thanks for your admirable efforts to further interests in International speed boating. Thomas F. Swearingen, T/Sgt. U.S.M.C.

• A number of features such as you suggest are scheduled for the winter issues when the volume of racing news is low.—ED.

## MONOPLANE HYDRO

I noticed the article in the June issue asking how to stop the wild antics of a monoplane built by D. A. Whelpley. Last year I built one that I think must have been from the same set of plans. I use a Merc Super 10 with Quicksilver lower unit, and I can verify everything Mr. Whelpley had to say about the antics it was capable of. I turned it over to some young fry with a 5 h.p. motor and they got along fine with it. Last winter I built 16" tails onto the transom similar to the Fig. A modification suggested in your article, with just enough clearance between the tails to let the motor function properly. The tails were brought back on the same curve as the bottom and at the back end I brought them out straight across.

If Mr. Whelpley will try it, he will find he has a little boat that he can be proud of, and is more fun than any other boat he has ever driven. Except for a tendency to skid on turns it handles fine. I might add that the bottom of the boat I built was built on perfect arcs. If Mr. Whelpley's boat is a semi-V it might not work out, although I think it would be O.K. I think so much of this little boat that I am going to build one just like it with eight inch plywood covered with glass.

J. E. Blaney Concordia, Kans.

## CRACKERS IN NEW ZEALAND

I was very much interested to see the Crackerboxes mentioned again in your May issue. I am one of a very keen bunch of home-built Cracker owners and we are anxious to get out of the 35-45 mph class. I have a souped-up Chrysler in a built-to-plan boat and can do with a lot of information on the technical side. Would you please refer this letter to Danford Campbell and ask him to let us know "how you make them prop-ride?"

Jim McCosh Dunedin, New Zealand

• We have scheduled a complete illustrated technical article on how to make the Crackerbox go for an early issue.—ED.

## KAMINC PROPS

Would you be kind enough to send me the address of the makers of Kaminc propellers?

Gary D. Beasley Freeman, Ont., Canada

• KAMINC is the abbreviation for Kiekhaefer Aero Marine Inc. See your local Mercury Outboard Motor dealer for KAMINC props.—ED.

## LOW DRAG PISTONS

Will you please be kind enough to advise where I can purchase low drag pistons for Mercury KC 4 and KC 7? We race these motors and SEBA permits modified hydros so we can use low drag pistons, regular and oversize.

Geo. E. Callihan McRae, Georgia

• Knurling a piston will probably accomplish what you want. Merc pistons are drop-forged and therefore are low expansion. They come 15 over. Try Quincy Welding, Charlie George, or Hubbell.

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Pages 35 thru 40

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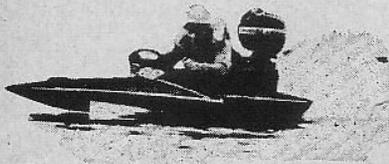
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# EDITORIAL



## Ten Commandments for Raceboat Drivers and Mechanics

**T**HOU shalt keep thine raceboat and its engine clean, and in adjustment, that thy life in its company shall be long, and the trophies thou shalt receive shall be numerous.

**K**NOW thy raceboat, its components, its engine and all its parts and functions, else thou shalt sometime be in some unholy spot.

**B**E NOT wise in thine own conceit, lest repairs be thy undoing.

**B**E NOT loose in thy jaw hinges, for no man knoweth *all* about raceboats and engines. The truly wise absorbeth much knowledge, and he who does so shall gain repute among his fellows, and favor with regatta officials.

**F**OR all things in this life that thou desireth, thou shalt also pay plenty, and for the wisdom of experience no less. Advice from the multitudes costeth nothing, and is usually worth just that.

**I**N BOOKS thou mayest read what to do and when, but only the voice of experience may tell thee why and how: else thy reading of what to do and when shall but plague thee.

**G**OD MAKETH the earth to rotate endlessly without bearings or oil, not so thy racing engine and some of the components of thy race boat.

**C**URSE NOT thy engine when it turneth not, nor thy race boat when it is out of trim. Curse rather thine own stupidity.

**S**TEAM engines and automobile engines may long turn over though sloppy, and automobiles may long run though the chassis and body be in bad condition. Not so thy race boat or its engine. With inspections, tests, and necessary adjustments be thou ever busy.

**T**HE eternal eye watcheth universal operations, but thou shalt not rely upon it as thine raceboat, its components, and its engine. Thine own vigilance is the price that thou payest for success.

—Courtesy Charles F. Grafflin.

# AN INTERVIEW WITH PAUL SAWYER



**Editor's Note:** In the July issue of "Speed and Spray," we interviewed Paul Sawyer who will drive "Slo-Mo-Shun IV" in the Gold Cup Races at Seattle this summer. In answer to numerous inquiries received by our editorial staff concerning Sawyer's future racing plans, we present the conclusion of our interview in which Paul answers a number of questions dealing with several phases of racing activity.

CONTINUED FROM JULY ISSUE

### Will "Alter Ego" Race?

- Q. Drifting away from the subject of Unlimiteds, let us discuss your own class, the 266 Cubic inchers. Are you taking *Alter Ego* to Seattle with you, and do you intend to race it there?
- A. Yes, I am taking the boat along with me. All of my tools and equipment which I need to work with are in the trailer boxes and I need them in Seattle so I'm taking the whole outfit along. I haven't made any plans to drive *Alter Ego* this season. At present the boat is registered in the 500 kg International Class and is equipped with the 274 cu. in. Mercury that I built up to use in Italy. I don't even own a motor at the moment legal for use in the 266 Class.
- Q. Do you anticipate going back into the 266 Class at some future date?
- A. Definitely not in 1953 and beyond this season I have made no actual plans.
- Q. Do you mean that after this season you might build up an outfit for foreign competition that would fit into the kg weight classes or the litre displacement classes?
- A. Yes, that's the idea.
- Q. In connection with such a plan, would you attempt to develop one of the new late model V8's such as the Dodge, DeSoto, Chrysler or Cadillac for use in an International class?
- A. Yes. I have some ideas along that line.

### Continental Prospects

- Q. Can you envision a Gold Cup or a Harmsworth challenge from the Continent in the next year or so?
- A. Such a challenge is a possibility. It is pretty obvious from Verga's 140 mph performance that the Italians have solved the mystery of the prop rider. Having successfully developed a twin engine 800 kg three pointer also, they might now develop a prop riding multiple engine Unlimited hydro. If the Alfa Romeo aircraft engines or the Schneider Cup engines are available, they might fit into the picture of a Harmsworth challenger.
- Q. Do you think there is sufficient enthusiasm over there in the right quarters to back a challenger?
- A. I don't know, but I can tell you that if a Harmsworth challenger were to be built in Italy, the enthusiasm of the Italian nation would be overwhelming.
- Q. From your personal knowledge of the situation, would an Italian challenger be a privately owned boat or a community or subsidized effort?
- A. I don't know.
- Q. Do you know of any private individual or organization who might finance such a venture?
- A. The motor manufacturers on the Continent are race minded and they are strong nationalists. There is nothing that would please them more than to have the Unlimited title held in Europe. If they were to become interested, they would certainly go all the way to develop a winning combination and we must give due credit to their workmanship and ingenuity. The Italians especially are wonderful craftsmen and their motor work is superb. Whether or not any Italian sportsman of sufficient means has become sufficiently interested in boat racing to sponsor an Unlimited challenger is a question that I can't answer.

### Safety Rules

- Q. Exploring your opinion on another subject, what do you think of the present campaign to promote safety rules?
- A. I am very much in favor of safety rules. I think that the problem is so acute in some of the limited classes, with the possibility of becoming even more serious in the near future, that every avenue toward safety should be fully explored.
- Q. Some interested parties seem to think that the big problem is the air-borne or "kiting" boat. Do you hold with this?
- A. At extreme speeds, yes. This is a big problem and a hard one to control.
- Q. Proposals have been made to draft legislation to regulate design. Do you think such a step is possible?
- A. I presume that anything is possible but I am not sure in my own mind that this is the answer.
- Q. Don't you think that it is going to be difficult to formulate rules because of the attitude taken by many owners and drivers that any restrictions at all will throttle experimentation and progress?
- A. I think that if the owners and drivers were brought to see the seriousness of the situation they would abandon that argument and would be all in favor of safety regulations. I am sure that many of them don't realize how dangerous the present situation is. The first step is to make them conscious of the need for safety measures and then I believe that the drivers and owners themselves will come up with ideas and proposals to effect the necessary changes. I sincerely hope that the efforts of the Inboard Racing Commission in attempting to put through safety measures are successful before we have serious accidents. Speeds are increasing rapidly and with every increase in speed we are bound to have more hazards.

### Outboards

- Q. You raced all the outboards from the little fellows on up through the "X's" and I presume that you are keenly interested in the progress that has been made with those same old motors that you used to drive.
- A. Yes, I follow each improvement with a great deal of interest. Incidentally, I still have people come up to me and remark that they are still running one of my old lower units or crankcases, that I ran years ago.
- Q. That gives us an interesting sidelight that bears out the oft repeated statement that we are still racing outboard motors that were designed in the 1920's and built in 1931.
- A. True in part, but we should remark "with refinements of the working parts."
- Q. Is it a surprise to you that the speeds of those old outboard racing motors have risen as sharply as they have in the last few years?
- A. No. I think the rising speeds are a natural consequence of the development of the 3-point hull, refined runabout designs, and new metals, fuels and propellers.

# REGATTA CALENDAR

**Editor's Note:** This regular monthly feature will be kept up-to-date to the best of our ability. The calendar as it appears in this issue is a compilation of dates furnished through the courtesy of the APBA and our many racing organizations. It is our purpose to keep the public supplied with accurate advance race information. We urge the officers of all racing organizations to advise us promptly of additional dates scheduled or of any changes or errors in this calendar. A complete and accurate calendar in the hands of the followers of the sport is our goal.

## CALENDAR CODE

I —Inboard  
O —Outboard  
SO —Stock Outboard  
SOL—Stock Outboard; 2 Classes Only

## 1953 REGATTA DATES

Region 1		
7/19	Newport, R. I.	SO
?	Marion, Mass.	?
9/12	So. Yarmouth, Mass.	SO
Region 2		
7/12	Keuka Lake, N.Y.	SO
7/12	Saugerties, N.Y.	SO
7/19	Utica, N.Y.	SO
7/26	Rochester, N.Y. (Regionals)	SO
8/1	Albany, N.Y. (Divisionals)	SO
8/1	Wells, N.Y.	O
8/2	Long Lake, N.Y.	O
8/2	E. Hampton, N. Y.	O
8/2	Hudson, N.Y.	SO
8/9	Rome (Lewis Pt.) N.Y.	SO
8/9	Tonawanda, N.Y.	O-SO
8/15-16	Buffalo, N.Y.	I
8/16	Rochester, N.Y.	SO
8/16	Edwardsville, N.Y. (Regionals)	O
8/16	Poughkeepsie, N.Y.	SO
8/23	Old Forge, N.Y.	SO
8/23	Syracuse, N. Y.	I
8/29-30-31	Syracuse, N. Y. (Nationals)	SO
9/7	Heuvelton, N.Y.	O-SO
9/20	Utica, N.Y.	SO
Region 3		
8/2	Budd Lake, N.J.	SO & MS
8/16	Sea Isle City, N. J.	SO
8/29	Long Branch, N.J.	I
8/30	Salem, N. J.	I & SO
9/5	Ocean City, N. J.	I
9/6	Pleasantville, N. J.	I & SO
9/7	Millville, N. J.	I & SO
9/12-13	Red Bank, N.J. (National Sweepstakes)	I-O
Region 4		
7/11-12	Colonial Beach, Va.	I-SO
7/18-19	Solomons, Md.	I-O-SO
7/26	Washington, D.C.	I-SO
8/1-2	Cambridge, Md.	I-SO
8/2	Wrightsville Beach, N.C.	SO
8/9	Raleigh, N.C.	O-SO
8/9	Essex, Md.	SO
8/8-9	Norfolk, Va.	I & SO
8/15-16	St. Michaels, Md.	I & SO
8/15-16	Annapolis, Md.	I-O-SO
8/22-23	Bush River, Md.	I-SO
8/23	Richmond, Va.	O & SO
9/6-7	Urbanna, Va.	I & O
9/6	Wrightsville Beach, N.C.	SO

9/19-20	Washington, D.C. (President's Cup)	I-O-SO
9/26-27	New Martinsville, W. Va.	I-SO

## Region 5

7/25-26	Miami, Fla. (Gold Coast Mar.)	I-O-SO
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## Region 6

7/11-12	McKeesport, Pa. (Mile Trials)	O
7/12	Lewiston, Mich.	SO
7/12	Columbus, Ohio	I
7/19	Akron, Ohio	I
7/19	Kalamazoo, Mich.	SO
7/25	Toledo, Ohio	SO
7/26	Ludington, Mich.	O
7/26	Portsmouth, Ohio	I
8/2	Louisville, Ky.	I
8/2	Cheboygan Mich.	SO
8/2	Reading, Penna. (Rivercade)	SO & 135
8/9	Reading, Penna. (Rivercade)	SO & 135
8/9	Marine City, Mich.	O
8/9	Dayton, Ohio	I
8/16	Akron, Ohio (Regionals)	SO
8/22-23	Toledo, Ohio (Divisionals)	SO
8/22-23	Marietta, Ohio	O
8/23	Cincinnati, Ohio	I
9/5	Detroit, Mich.	I
9/6	River Rouge, Mich.	SO
9/2	Detroit, Mich. (Silver Cup)	I
9/13	Frankfort, Ky.	I
9/13	Dayton, Ohio	SO
9/20	Newport, Ky.	I

## Region 7

7/10	Chicago, Ill.	O
7/12	Elgin, Ill.	SO
7/12	Culver, Ind.	O
7/19	Sheboygan, Wis.	SO
7/25-26	Oshkosh, Wis.	O-SO
8/2	McHenry, Ill.	O
8/2	Markesan, Wis.	SO
8/9	Elgin, Ill.	SO
8/9	Winneconne, Wis. (Regionals)	SO
8/16	Green Lake, Wis.	SO
9/13	Elgin, Ill.	SO
10/10-11	Madison, Ind.	I & SO

## Region 8

7/26	Minneapolis, Minn.	I
8/23	Cambridge, Neb.	I-SO

## Region 9

7/12	Lafitte, La.	I-O-SO
7/19	Franklin, La.	SO
8/2 or 9	New Orleans, La.	I-O-SO
9/6-7	Baton Rouge, La.	?
9/13	Morgan City, La.	I-O-SO

## Region 10

7/12	Pasco, Wash.	O-SO
7/19	Tacoma, Wash.	O-SO
7/26	Astoria, Ore.	O-SO
7/19	Nelson, B. C.	I
7/31	Kelowna, B. C.	I-O-SO
8/1-2	Oroville, Wash.	I-O-SO
8/6	Seattle, Wash.	I-O-SO
8/7-8	Seattle, Wash. (Western Divisionals)	O
8/8	Seattle, Wash.	I
8/9	Seattle, Wash. (Gold Cup)	I
8/10	Seattle, Wash. (Mile Trials)	I-O-SO
9/6-7	Devil's Lake, Ore.	O & SO

## REGION 11—NORTHERN CALIFORNIA

7/12	Donner Lake	O-SOL
7/19*	Sacramento River	*
7/26	Shear Pin Club	SO
8/2	Oakland	I
8/16	Lake Yosemite (Merced)	I
8/30	Healdsburg	O-SOL
9/7	Lake Merritt (Oakland)	I
9/7	Clear Lake (Naze)	SO
9/19-20	Suisun-Fairfield (Mile Trials)	O-SO
10/4	Rio Vista	O-SO
11/1	Oakland	SO
11/6-7-8	Lake Merced (S.F.)	O

## REGION 12—SOUTHERN CALIFORNIA

7/19	Lake Elsinore	SO
7/26	Long Beach (Heart)	I
8/2	San Diego	SO
8/9	Lake Elsinore	I
8/23	San Diego	O
9/7	Long Beach	I
9/7	Hansen Dam	SO
9/20	San Diego	O
10/10-11	Lake Mead, Nev.	I-O-SO
10/17-18-19	Salton Sea	I
10/18	Parker, Ariz.	O-SO
10/25	Blythe	SO

## N.O.A. DISTRICT 12

8/2	Flagstaff, Arizona	
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## Region 14

7/26	Guntersville, Ala.	I
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## N.O.A. DISTRICT 14

7/17	Nashville, Tenn.	
8/21	Camden, Tenn.	
8/30	Nashville, Tenn.	

## Region 15

9/7	Ardmore, Okla.	I
9/13	Denton, Tex.	I
9/20	Port Arthur, Tex.	I

## N.O.A. DISTRICT 15

7/12	Lubbock, Tex.	
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## Region 16

7/26	Grand Lake, Colo.	I-SO
8/2	Denver, Colo.	I-SO
8/23	Cambridge, Neb.	I & SO
8/30	Burlington, Colo.	I-SO
9/6	Delta, Utah	I-O-SO
9/13	Denver, Colo.	I-SO

## SO MARATHONS

7/19	Sacramento, Calif.	? Mil
7/26	Marysville, Mich.	60 Mil
8/2	Greenville-Vicksburg, Miss.	(NO)
8/9	Topinabee, Mich.	87 Mi
8/9	Winnetoesaukee, N.H.	50 mi
8/16	Peoria, Ill.	100 Mi
8/23	St. Joseph, Mo. (Pony Express)	
8/29	Essex, Md.	? mi
8/30	Pleasantville, N.J.	? Mi
9/6	Hartford, Conn.	75 M
9/7	Gull Lake, Mich.	100 M
9&13	So. Yarmouth, Mass.	25 M
9/20	Trenton, Mich.	50 M
9/20	Oakland, Calif.	? M
10/4	Needles, Calif.	115 M
10/11	San Francisco, Calif.	? N

## CANADIAN DATES

7/18	Rideau Ferry, Ont.	
7/18-19	Valleyfield, Quebec	
7/30	Kelowna, B.C.	I-O
7/30	Gravenhurst, Ont.	
8/1	Trenton, Ont.	
8/3	Pictou, Ont.	
8/4	Harrison Hotsprings, B.C. (C)	
8/29	Toronto, Ont.	
9/7	Victoria, B.C.	
9&7-8-9	Toronto, Ont. (Canadian Nat'l Exhibition)	
9/13	Montreal, Quebec	

\*Closed course racing for B & E Rac. POD, Crackers, while Sacramento R. O. Marathon racers are up the river

# CLUB NEWS



**SO. CALIF. SPEEDBOAT CLUB.** July 4th at Marine Stadium, Long Beach, will be the beginning of the ONE-QUARTER MILE STRAIGHTAWAY World Records. Since no speedboats have ever tried for records on a ¼ mile straightaway course, the fastest times in each class will establish a new set of records. We believe the APBA will recognize ¼ mile records at the annual rules change session. The City of Long Beach has agreed to install a permanent one-quarter mile measured course. The ends of the trap will be permanent concrete markers put in by the city surveyor to an accuracy of 1/8". The Marine Stadium is approximately 1 1/4 miles in length, which will allow a full half mile on each end of the trap. Otto Crocker will time the runs with his photo-electric equipment. Quater mile trials will be continued over on Sunday, July 5th, as we are inviting all boat drivers in the U. S. to compete on this new course.

The Bilge Rag

**DETROIT RIVER RACING ASSN.** A new there-pointer *Wha Hoppen*, owned by two of our members, 23 yr. old Charley Doran and 26 yr. old Marv Henrich will soon be launched. The boys have taken the 22 ft. aluminum 3-pointer *Let-er-go-Gallagher*, formerly owned by Clarence Gallagher, and are installing a 1710 Allison engine from the *Katy Did* which was owned by the late Commodore E. D. Stair, Jr. The 600 pound hull will be driven by Henrich.

R.P.M.

**READING JUNIOR CHAMBER OF COMMERCE** of Reading, Pennsylvania, will conduct their annual Rivercade August 2nd and August 9th. This is a diversified water sports program which includes water skiing, motor boat racing, etc. The boat racing program consists of a full schedule of stock outboard events and competition for the 135 hydros. The sponsors guarantee two days of first class water sports entertainment.

Robt. E. Kirper, Jr.

**LOS ANGELES SPEEDBOAT ASSN.** with South Gate Women's Club as sponsors opened their home-course schedule at Long Beach Marine Stadium on June 14th. The all Racing Outboard program drew a nice entry from up and down the state, but showed before a meager audience of 2,800 spectators. There was plenty of fine racing and enough excitement to keep a crowd ten times that size on their feet.

The new A Hydro record holder, Orlando Torigiani, flipped as did Bakersfield's newly-elected mayor, Manuel Carnakis. Another record holder, Art Pierre, lost control and went up on the beach repeating the performance of Jerry Osborne from Fresno—no injuries.

Better luck to the Women's Club sponsors crowdwise next time.

**UNITED SPEEDBOAT ASSN.** assisted in the annual Harbor Days celebration at Los Angeles Harbor on May 24th. USA put on a two class exhibition race on a course near the Catalina Island Terminal. It was a field day for Stew Downs who took first in both classes, B Hydro and B Runabout. Kenny Wilson and Doc DeLoe got second and third in the hydros and then both of them flipped in the runabout event. Bud Vanderbush and Lee Dobbs participated in a crackup that reduced Bud's boat to toothpick material. Wilmington Jaycee's produced a nice set of trophies.

The Rev-Stik

**ARIZONA NAVY BOAT CLUB**—The N.O.A. Western Zone Championships are scheduled for August 2nd at Flagstaff, Arizona on Lake Mary. Participants must be individual members of N.O.A. All classes will be scheduled, racing and stock. Prize money and trophies will be posted by the sponsoring V.F.W.

**NEEDLES BOAT RACING CLUB.**—The Memorial Day Stock Outboard Race was a windy jamboree. Wind made "straightline travel" virtually impossible due to sudden gusts. John Makara was the upset title holder of the meet—he flipped twice. A whirlwind swept across the course just as the D Runabouts went into the first turn. In the mess of dust, sand, and whitecaps it was impossible to even see the boats from the judges' stand. It was a wild day. Ronnie Rima and "Irish" Murphy were thrown from their boats—Fred Richman flipped—Bugsy Erwin hit the starting buoy and almost sank, and to wind it all up Bud Vanderbush and Rima cracked up damaging both boats.

Bobbie Parish and Johnny Craven got a pair of first places a piece. The father and son team from Blythe, Hub and Butch Reed, each scored a win and the odd first place went to Kenneth Wilson. "Crazy racing on that Colorado River, man—CRAZY!"



Winner of the Pacific Motorboat Trophy—Winner of the APBA Silver Cup, and now a new straightaway world record for the 135 cu. in. hydro class. Set at Seattle, Aug. 11. 98.549 100.418 99.483 avg.

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GUESS WHO • SLIVER • RESTLESS

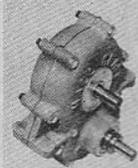
GILLETTE SMITH'S "SNUFFY"  
NATIONAL "48" HYDRO CHAMPION

**Hi J** TAPER BORED  
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# NATIONAL WATER SKI MEET

**N**ORTH AMERICAN water ski enthusiasts will rendezvous at Long Beach, California on August 21, 22 and 23 for the 1953 National Water Ski Championships. Long Beach Marine Stadium, scene of Olympic rowing championships and the home of Southern California speedboat racing will be the site for the big meet that will draw an estimated 300 contestants from all parts of America.

Charles Sligh, President of the American Water Ski Association, approved the Marine Stadium course on a recent visit to the West Coast. Sligh expressed satisfaction with the Stadium's protected waters that will permit top performances in the competitive events as well as in the "dramatic and trick skiing" events.

Long Beach's sanction includes an option on the 1954 International Championship meet and the possibility of a World Championship meet at the Stadium in 1955. This will be the first visit of the Nationals to the West Coast. For some years the Annual National meet has been held at Cypress Gardens, Florida—famous throughout the world as a skiing paradise.

The Nationals will be jointly sponsored by the Independent-Press Telegram Newspapers, the Long Beach Amusement League and the Chamber of Commerce. The Long Beach Boat and Ski Club and other water ski organizations throughout the Southland will assist in hosting the events.

Less than 40 air miles from the home stations of the major television, newsreel and radio stations in Hollywood, the 1953 Nationals will without doubt receive full national coverage.

## C. MULFORD SCULL

The world of boat racing lost a famous and universally popular figure on Memorial Day at Pleasantville, N.J. when Mulford Scull succumbed to a heart attack. "Mully" was battling for the lead in the first heat of 48 Hydros when he slumped over the wheel and his "Shooting Star" drifted to a stop near the starting line. Attending physicians rushed him ashore in a Navy launch, but he failed to respond to emergency treatment. His wife Ruby and their two daughters, Barbara Jean and Mary Ellen, were present at the course. Ruby was scheduled to drive in the next event in her new 136 Hydro "Mickey Mouse Too." Out of respect for the popular driver, regatta officials cancelled the remainder of the program. Scull, who has been racing boats for 35 years was 53.

Scull operated an outboard and inboard boating shop at Ventnor Heights, and in years of service was one of the oldest Johnson Outboard Motor dealers in the country. He was largely responsible for the interest in speedboating in Ventnor. He was a member of one of South Jersey's best-known families, for whom the nearby community of Scullville was named and also an arm of the inland waterway known as Scull's Bay.

Mully began his racing career as an amateur in the outboard ranks in 1917. He twice won the Sir Thomas Lipton Trophy. In 1931 at Oakland, California he won the Lorimer Trophy, emblematic of the National Amateur Championship. As an amateur he established new world's records in C and F Hydro. He turned to professional ranks in 1932 and in 1934 won the National Class C title. In 1939 he added the Class A title to his list of championships. He was one of the first to achieve success in the 48 Hydros and won the coveted U.S. I. shield in 1951. Mully was an accomplished boat builder as well as an able mechanic. Ruby's world records in the 48 Runabout class bear testimony to his abilities. Always generous and helpful to others in the sport, he will be long remembered for his contributions to the sport of boat racing.

### COMPLETE OUTBOARD RACING PARTS SUPPLY

New motors, new parts, castings and semi-finished parts for all racing motors. Send 25c for 1953 illustrated catalogue.

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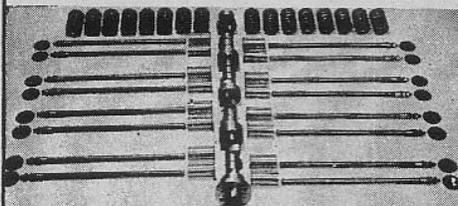
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# BOTTOMS OFF



Jinx with a new bottom is running again.

Story and Photos by HAROLD KELLY

## REBUILDING A PLYWOOD BOTTOM

**D**ON'T discard that boat! What if the bottom is ruined—all isn't lost. Any boatman would have access to the few tools needed to make a first class repair.

On the second day out in my brand new boat, I literally ruined the bottom, hitting a log studded with spikes while travelling better than 40 mph. The accompanying photos show the actual work that I did to put my boat back in condition. By following the illustrated process it is a simple matter to replace the bottom of any flat bottom boat of plywood construction.

### General Practice

On well made boats of this type, the bottom is the last step in construction. This is done just in case a bottom replacement is necessary. Some builders glue on the bottom and fasten with screws or nails; others use a product such as Sealer 900 in place of the glue. The bottom on my boat was screw fastened and glued—and just for good measure the builder had also used some anchor-fast nails.

### Remove the Fastenings

First I took a belt sander and sanded the edges and middle of the boat where the fastenings were, until each fastening showed. The next step was to take an ice pick and clean out the screw slots before attempting to remove the screws. With the screws removed the next job was to get at the anchor-fast nails. I used a chisel to chip out around the head of each one, removing enough material so that I could get hold of the head with a claw hammer.

### Turn the Boat Over

With the fastenings out the next step is to remove the bottom. Turn the boat over and put it on a couple of horses. It is a simple matter now to pound the bottom off with a heavy hammer and a short piece of 2 x 4.

Now turn the boat over again. If the bottom was glued on you will have to plane off the small pieces of plywood that are still glued fast to the frames. If a sealer was used you won't have this problem to contend with and you are ready to put on a new bottom.

### Fit the New Bottom

My boat is 11 feet long, so I got a 4 x 12 panel of waterproof plywood, finished on both sides, which would permit me to put the bottom on in one piece. The first step is to make a V cut to start to form the point at the bow. Now roughly cut the outline—fit the V carefully to the bow and fasten the panel in place with about ten screws. Most of the excess material that you left can be planed away now.

### Preparation

Set up a simple template so that you can locate the holes for your fastenings about 3" apart. It is an easy job now to drill the holes for the screws using a special bit that drills and countersinks in one operation. Now remove the temporary fastenings and lift off the bottom. After the trouble experienced with removing the glue, I decided to use Sealer 900, coating each frame generously with this sealer. Lay the bottom back in place and drill in all of the screws. Complete this fastening job as quickly as possible. I prefer to use wood dough to fill in over the countersunk screw heads.

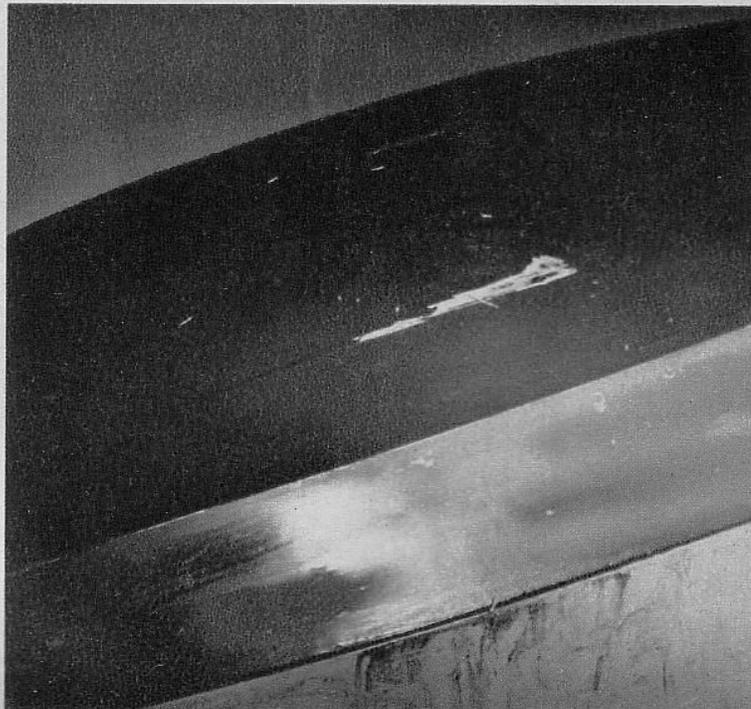
### Finishing

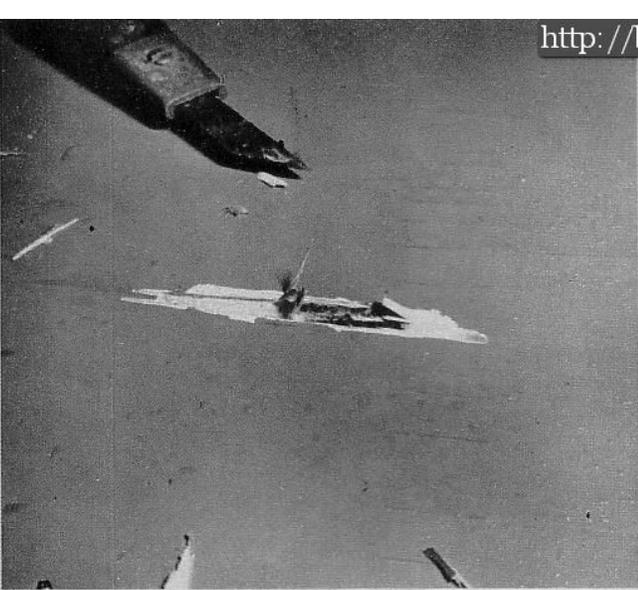
Everything is now fastened down securely and you can plane off the excess material around the edges. An oscillating sander cuts down the time on preparing the surface for paint. I used one coat of white Firzite as a primer for the fir plywood and finished off with two coats of hard racing enamel, sanding between coats. If you use mahogany plywood, I would recommend 3 coats of hard racing enamel.

### Operation Completed

The whole job took me sixteen hours. If the builder had used a sealer rather than glue I could have completed the repair in 12 hours. Don't discard that boat with a damaged bottom, and watch out for floating logs!

Bottom ruined—punctured and torn by spikes in floating beam.



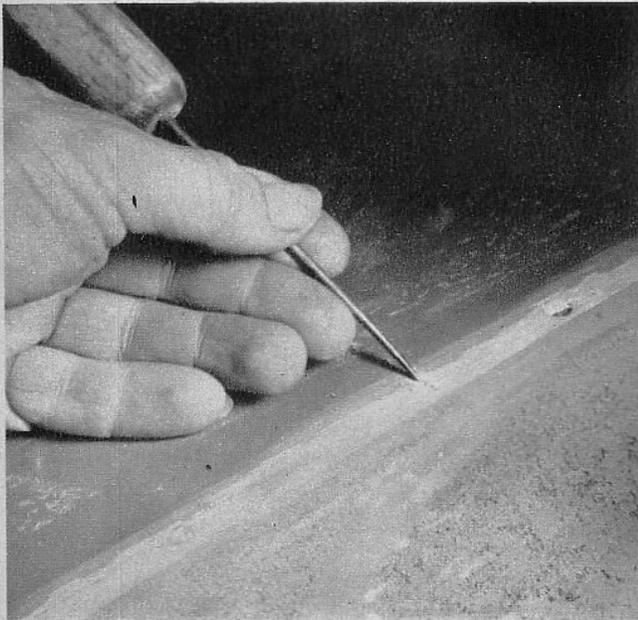


The spikes punched some sizeable holes.



Use belt sander to expose the screws.

Cleaning out the screw slots with an ice pick.

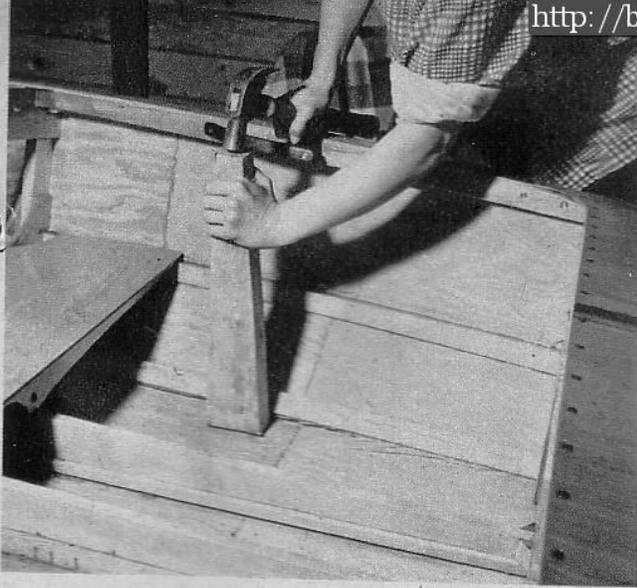


Chip out around anchorfast nails and pull with claw hammer.

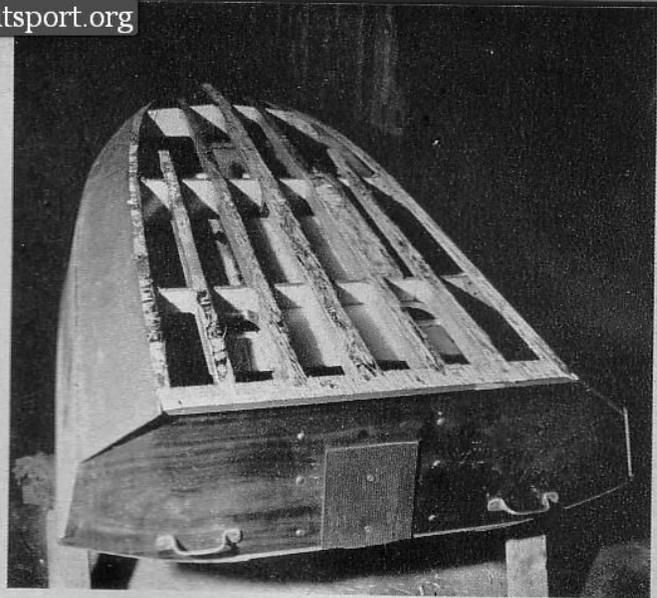


The fastenings are out and just the glue holds the bottom on.





Pound off the bottom with a heavy hammer and a 2 x 4.



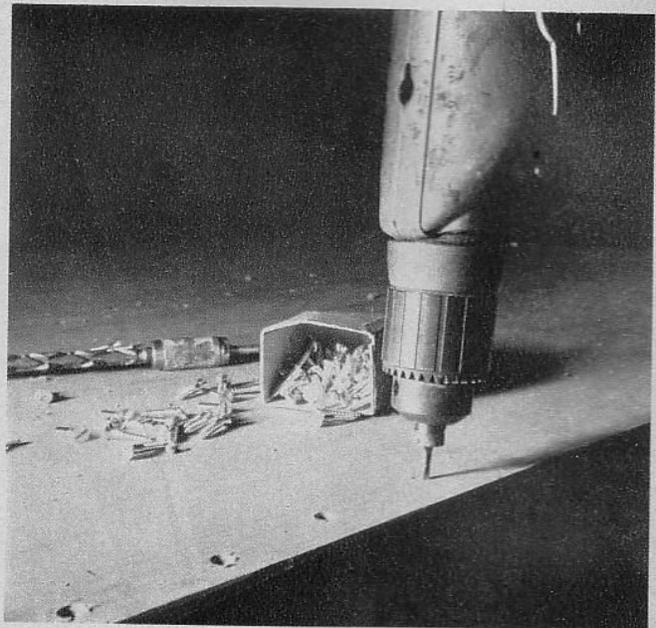
The bottom is off. Now to clean up the trames.

Patently plane off the plywood and glue that adhered.



Carefully sand with oscillating sander.

Drilling for screws. Use combination drill and counter-sink.



Finish with special racing hard-finish enamel.



Phfft  
Phfft



# FULL RACE SKI BOAT

The feminine member of the crew, Frankie Sipple, practicing ski ballet.

Beauty, simplicity and speed all wrapped up in one boat.



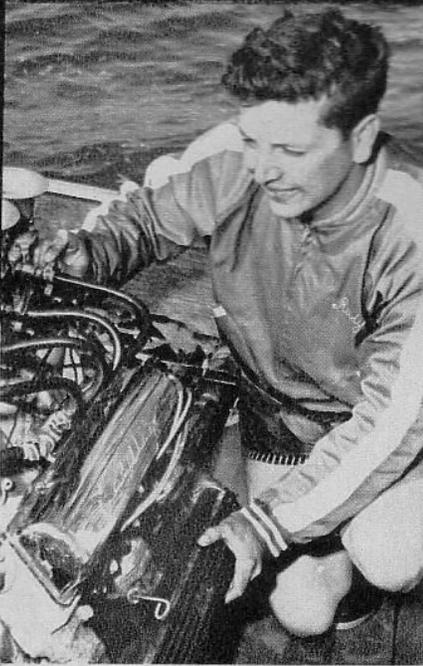
Photos by JASPER NUTTER

**A**S FAST as a racing runabout, as smooth riding as any family pleasure boat, and just about the most beautiful thing you have ever seen on the water . . . that's *Phfft, Phfft*, Rudy Ramos' custom built runabout. Rudy and his crew, which includes Miss Frankie Sipple, are water ski enthusiasts, so naturally the runabout was built with speed and good handling as necessary characteristics.

*Phfft Phfft*, which appears in color on our cover this month, is an original design by the builder, Joe Mandella of Los Angeles, who in addition to a number of successful ski tow boats is responsible for the fast traveling E Racing Runabout, *Donald Duck*.

The Ramos runabout is 18' overall, this length selected as ideal for rough water operation but not too long for good maneuverability. The boat turns quickly and smoothly without loss of speed in the turn. The bottom is 3/4" 5 ply Super Harboan and the sides are Douglas fir plywood. The deck and interior trim and sealing are mahogany. Frames are of 3/4" poplar spaced 15" on centers and overlapping on an in-

Owner Rudy Ramos, a water sports enthusiast.



A beautiful sharp turn at high speed with no broaching tendencies.

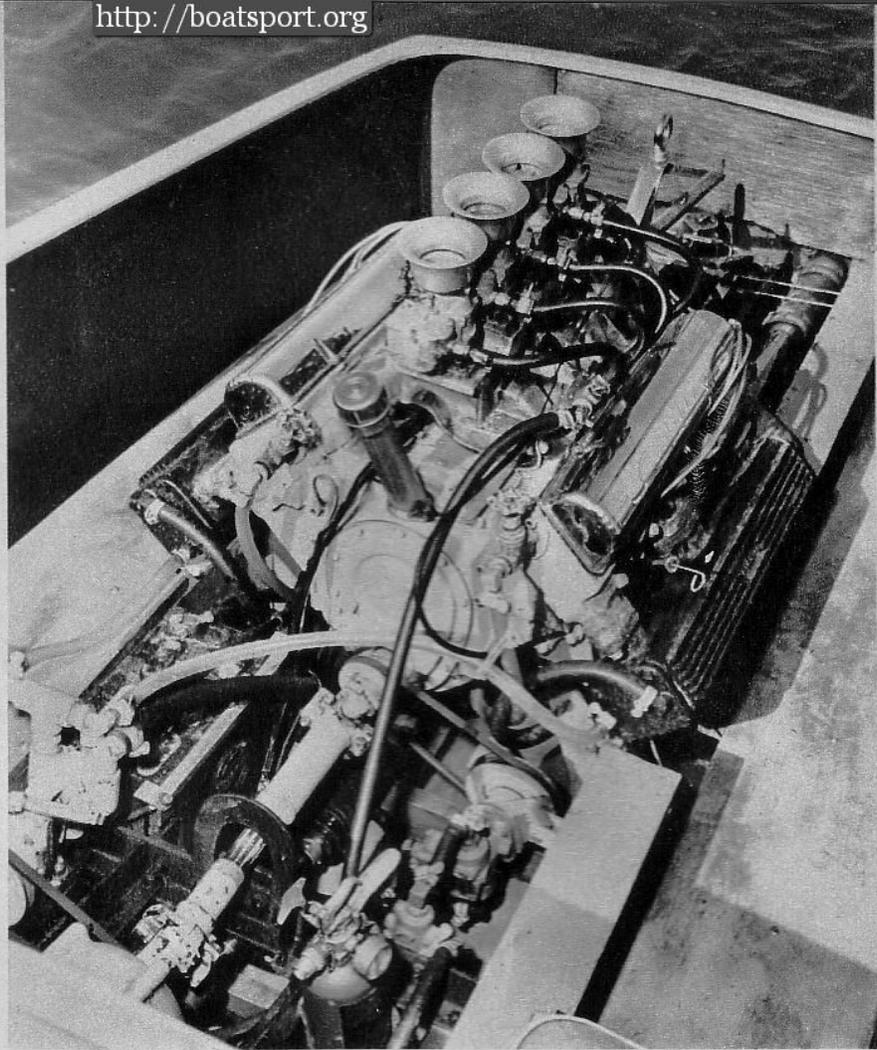
Frankie Sipple, one of Long Beach Boat and Ski Club's most talented young ladies, rides behind the new Ramos speedster.



Rudy likes a fast ride on the skis and barring a racing hydroplane there isn't anything on the water in his territory that will tow any faster than "Phfft Phfft."



A nice top shot on the full race Cad showing practically every part of the installation. Note the U joints ,spline, shaft on the drive to the gear box, and the pump assemblies all in the foreground of the photo.



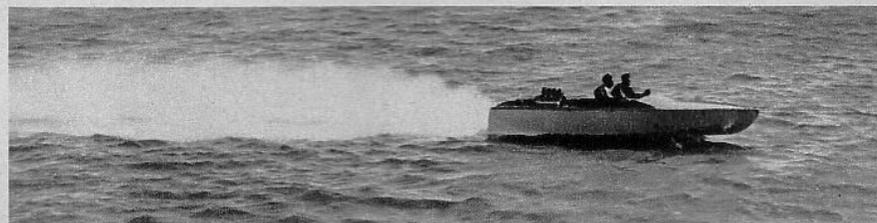
terior chine. The entire boat is screw fastened with brass and bronze. Motor stringers are of selected oak extending from the transom to within 3' of the bow. All of the construction is bonded and reinforced with six layers of fiberglass on the bottom and one on the sides. Ready to go in the water, this fast runabout weighs only 1700 lbs.

Howard Johansen, whose *Mixmaster* is giving the 266 class fits, is responsible for the full race Cadillac in *Phfft Phfft*. The Cad, which V-drives through a 10% overdrive, is equipped with Howard's M 6 steel billet racing cam, mushroom tappets and adjustable pushrods. The bore is 4" and stroke is stock. Carburetion is four Ford 48 carburetors and the Cad ignition system has been replaced with a Vertex mag.

On 91 octane gas the Cad is developing 300 h.p. at 4500 rpm. Turning a 12 x 17 Hi Johnson prop, *Phfft Phfft* has terrific acceleration. Much figuring and experiment went into the selection of this propeller as it was necessary to reach the best possible balance between acceleration and top speed without objectionable torque.

Rudy and his crew are on the water every weekend and *Phfft Phfft* runs race after race with only the minimum of overhauling. The combination which is producing this reliability came about after many weeks of trial and error testing to ferret out all the bugs in the high horsepower set up.

This year's ski racing season has just started in the southland, with three of the big clubs, the Long Beach Boat and Ski Club, Los Angeles Boat Club, and the Pasadena Boat Club having conducted one race each, but so far Rudy has managed to make a clean sweep of the ski events. Southland clubs hold a ski tow drag race at each meet and the new Mandella is top boat in this department too. All in all *Phfft Phfft* is the goingest ski boat of the season.



At full bore Rudy's hot rod ski boat exhibits perfect riding trim.

"Phfft Phfft," the goingest ski boat of the season has terrific acceleration.





Story and Photos by Jack Williams

**A** FESTIVAL all complete with miles of parades, bands and floats, dancing and a big Coronation Ball . . . two full days of racing for Stock Outboards and the In-board classes . . . pack sixty thousand visitors into a little town with a population of only fifteen thousand . . . now toss in some 90° weather and a freak storm and you will have the general picture of the *Tar Heel Race Meet*.

Elizabeth City down in the Tar Heel State of North Carolina has several claims to fame. It was right here, according to legend, at the site of the Lost Colony on Roanoke, where the first potatoes were allegedly seen by white men. Memorial Day of each year is the date of the date of the annual Albemarle Potato Festival and this is the day when boat racing too is a featured attraction at Elizabeth City. This is an all out celebration.

All dressed up and NO BOAT TO GO. "Shorty" Gray, 4, the youngest skipper of the Pasquotank River Yacht Club.



Betty Ann Burnahm, Plymouth, N.C.,  
Festival and Regatta Queen.

### Queens and a Fine Course

The boating contingent arrives early at Elizabeth City to tune up and try out the course and, not just incidentally, to enjoy the festivities. Every time a speed boat driver turned around he saw another beautiful queen, for the hosts went all out in this department with a total of nine beautiful gals from surrounding states.

The Pasquotank River Yacht Club, under the direction of Commodore Tilton Hayman and Racing Chairman Russ Twiford, produced this year a Gold Cup type of course which would make possible record speeds given good racing conditions. Most of the legion of parade spectators marched down to the juniper and cypress lined shores and crowded the docks, cruisers and beautiful private lawns on the Southwest side of the Pasquotank River and on the causeway on the back stretch.

### Stock Outboards

The stock outboard program on Saturday drew something just short of one hundred entries and was blessed with fair weather conditions. Three spills and a number of conk-outs kept the traffic and the crowd, well sunburned in the 90° heat, stuck it out to the final cannon.

Norman Rand, who just a week before was first to finish in the Patuxent Marathon in his *Miss Pesky*, was top man in the BU runabout class which mustered thirty entries and required two elimination heats. . . . A. H. Cousins, Richmond, Va., second and William Smith, third.

Daniel Rogerson from Portsmouth, Va., driving *That's All IV* won the B Stock Hydro crown. Jimmie Hayes, Commodore of the Carolina Racing Association flipped and cooled off in the drink. He was uninjured. Scottie Straus beat out a field of eight in the A Stock Hydro race.



The 136 class winner "Wabbit-Twacks" crosses the finish line with Roy Broyhill at the wheel.



Pit scene at Elizabeth City Shipyard on Sunday.

Commodore Tilton Hayman, Referee Al Bauer and Race Chairman Russ Twiford stand behind four of the outboard first place winners—left to right: Scottie Straus, A Stock Hydro, Tink Vail, C Hydro and Free-for-All, Daniel Rogerson, B Stock Hydro, and Bernard Abrams, CU.



There was a little confusion at the start of the AU Runabout race since some of the drivers did not hear the warning cannon and had to run the first heat a second time. Charlie "Frank" McNaughton, a smiling Irishman from Elizabeth City, made smoth starts in the first two heats and kept ahead of his field all the way. Ronald Chilton in *Fancy Pants* shoved Mac's *Hi-Spray* almost to a record speed in the second heat.

### Freak Storm

J. Bernard Abrams, the perennial leader in the CU Runabout class, driving his Flash hull *Wang-Dang* was an easy winner of both heats.

As the outboards were being loaded on trailers at the end of the day, a whirling dervish of a storm dashed across the river at 40 knots but left the area in about twenty minutes. A moonlit night, moderate winds and a clear morning brought 15,000 spectators into the pit area to watch the Sunday program of inboard racing on the 2½ mile course. Before race time the smooth water began to take on a sicken-



Fourteen BU's rounding a turn.

ing, grayish-green color as an unprecedented cold front began to move in from the northeast and eventually hard, cold and gusty wind cut diagonally across the course.

**A Crowd Pleaser**

Rough water took its toll of the "135's." Joe Wolf from Reading, Pa., did a two heat job of driving that earned him a pair of first places, the applause of the crowd and the respect of all of the competitors. He split the left sponson in the first heat—tore it entirely off of the boat between heats and ran the second race without it. In this second heat he charged around the course like a madman and showed an astounding ability to bounce his hydro around the turns on the one remaining sponson, the right one at that.

In the first heat, Joe Palmer dashed from second place to the pits when his *Tommy Boy* started to shed a sponson. Jerry Powell of Richmond followed Palmer across the line. Bill Ritner's *Wa-Wa*, driven by Gene Massey was second in the second heat and the third place went to *Chromium* owned by Frank O'Hearne and driven by Bob Leuckenhoff. Don Wilson did not elect to risk his *Who-Dat* in the rough water and was disappointed at not being able to tryout his newly installed dry sump.



Winners of the inboard classes, left to right, 1st row—Tommy Wood, POD, W. H. Harrison, 48 Cu. In. Hydro, Elwood Pleiscott, ER Runabout, and Ty Bain, owner of winning 48. 2nd row—Joe Mascari, E Service, Roy Broyhill, 136, Harry M. Bickford, D Service and Francois Lavigne, 266 Free-for-all.

A section of the outboard pits on Saturday.



**The 136's**

Roy Broyhill, Commodore of the Hopewell Yacht Club, Va., drove *Wabbit-Twacks* into a pair of first places. It is interesting to note that his best winning time was only nine miles an hour slower than the 135 best heat. Billy Brown in *Wanton Duchess* was a close second and George Cooper's "7-11" placed third.

**The Frenchman Won It**

The 266 class had the crowd in suspense the new *Mar-Bel* was still on the trailer at race time. Owner Curt Martens was being cautious about running in the husky cross wind. Francois Lavigne from Montreal launched his *Escapade* and dashed past the starting barge signalling that the water was too rough. While circling to the pits, he changed his mind and start-



Jesse Pitzer, Chief Timer, and daughter Patsy.

ed to maneuver for starting position. Stuart Wilson from Dearborn in his *Fo-Mo-Co Kid*, a new Lauterbach job, made a steady approach to the line and a fast start. Lavigne fish-tailed too long and too close to the line and made a poor start. The Frenchman caught Wilson at the first turn and excitement rose as *Fo-Mo-Co* repeatedly showed phenomenal acceleration to nearly catch *Escapade* on each turn and on the back stretch. Finally Wilson called off the rough water duel and returned to the pits. Lavigne banged on as though he were in a tight race and received a burst of applause as he shaved the buoys at the finish.

#### Pacific One Designs

*Cow's Tail* with owner Thomas Wood from Newport News conked out just as he crossed the finish line in first place. Ralph Brogden's *Little Injun* was the second place winner. Wood's best lap was a very creditable 45.386 mph, good time considering the water conditions.

Joe Wolf's 135 "X" with a shattered sponson coming out on the crane for a quick repair job between heats.



Ambassador from Ireland, John J. Hearne, kisses the hand of Honorary Queen, Jeanne Ferguson. The potato bag costume detracts nothing from this Irish beauty, who was Miss Belfast of 1947, and is currently Miss Pennsylvania.



#### Around the Other Classes

W. H. Harrison from Norfolk was first in the 48 cubic inch hydros and Harry Bickford took the D Service Runabout trophy. The E Service Runabout title went to Joe Mascari driving his world record holder, *Cary*. Elwood Pleiscott, new in the E Racing class won both heats of his competition "just cruising around" in *My Boy Woody*.

#### Better Luck Next Time

Tidewater Motorboat and Racing Association of Norfolk and the Pacquotank River Yacht Club deserve all praise for their efforts to make possible a first class regatta. The pits were above average for the East Coast—the conduct of the entire event was excellent and the course was potentially of record calibre. Weather is no respecter of man's best efforts. Better luck next year.

# DOWN UNDER

## WANGANUI

By BIG NIX

SATURDAY, April 18th gave me an unexpected run to Wanganui to witness the closing club meet for the area and to see for the first time the annual Round the Bridges event for the Cole Cup and trophies generously donated by business men of the town.

The Wanganui river, long famed as a scenic attraction, flows down from the slopes of the central highlands, through virgin bush country, to reach the Tasman Sea at the small port from which the river takes its name, or is it vice versa? Above the town it runs fairly fast and wide under the railway bridge, and some two and a half miles below passes under the main highway at the City bridge, thence to the sea. The big race is an open event run from the City bridge, upstream, turning right hand round the piers of the Railway bridge, down to a buoy below the bottom bridge and back upstream again, twice around to give almost exactly 10 miles all told.

Nineteen starters, hydros and runabouts of all sizes and shapes, massed down stream, forming up with the faster rigs leading. Gathering way up to the starting area, these made the most impressive sight I have seen in this line. *Early On*, *Tiko Wera*, a previous double winner, *Clipper* and *Top Flite* were prominent, with the runabouts back in the field led by *Strip Tease* and *Miss Fielding*. *Top Flite* was running on a temporary repair to a sponson, which had been affected by tacking part of the decking over a gaping hole sustained in one of the earlier events. Didn't seem to be at all worried by this either.



Some scenery at this New Zealand course at Tuakau, just south of Auckland. "Saga" leads "Zip," "Fleetwing" and "Stingray" during an "all in" handicap event. They race clockwise.

Up to the first turn the three leaders hung grimly together, opening a big break back to *Miss Foxton*. Once on the way back *Clipper* and *Top Flite* shook off *Tiko Wera* and then themselves separated. Back opposite the start with  $\frac{1}{2}$  lap gone, *Clipper* lead by 10 to 12 seconds from *Top Flite* and back several hundred yards by now was *Tiko Wera*, lagging, but still a menace. Running back up and out of sight again the order was unchanged. The runabouts *Strip Tease*, *Miss Elsthorpe* and *Miss Fielding* raced neck and neck, nothing much between them. Really strung out at this stage, the main hope for those in the back ranks was the handicap section, at this stage known only to the wise men up at control.

Up river, Murray Williams nursed *Clipper* further ahead from *Top Flite*. A long way gack, one of the Willacy brothers in *Tiko Wera* would have to produce a near miracle to repeat his previous wins. Down past the crowd to the last turn, *Clipper*, hitting close on 70 mph, led by 10 seconds from *Top Flite*, a full minute back to the

third boat. Round the buoy and on the home run, *Clipper* gave a mighty leap over a wash which raised a gasp from the crowd, but did no damage, and then flew home to win by 12 seconds from Harold Peters, in turn just 60 seconds ahead of *Tiko Wera*.

The winner's time at 9 minutes, 40 seconds averaged just over 60 mph, and set a new record for the race. Into the bargain it was probably one of the fastest races for this class ever raced round this way. With the NZ record at 66 odd, Murray Williams would be a good bet if he attempted to bring the record back to the North Island.

In the handicap section Tom Halket's big runabout, *Satan*, although one of the last to finish, came to light to take first place, the handsome Helean Cup and a really worthwhile trophy. *Clipper* and *Top Flite* again featured to take the minor places.

Altogether a very enjoyable day and a good windup for the season.

# INTERMOUNTAIN HOLIDAY

Sweeping view of Falcon Aero Marine Stadium with the snow capped Wasatch Range in the background — one of the popular racing sites in the Intermountain Region.

By MEL LEWIS

THEY tore the lid off the Intermountain Racing season schedule at Salt Lake City's Haynes Lake on Memorial Day. Ten thousand fans from five surrounding states looked on as a record entry for APBA's Region 16, 104 outfits, staged a full 20 heats of racing.

The program included four classes of Stock Outboards, five classes of Racing Outboards topped off with the 135's and the 225's.



It comes in the "believe it or not" column, that there wasn't one single case of engine failure during the regatta . . . That's what the report says at any rate.

The turnout indicates that Intermountain Racing will be well attended this season and that the APBA's youngest Region has come of age.



Cam Harmon, with Paul Tyson riding deck, scored a pair of firsts in F Racing.



Glen Burke from Chico, California won the C Service Hydro title. Blaine Devlin from Caldwell, Idaho, trailing here, gave the former world record holder a tough race.

Dick Bradford, a home towner, edged out a close victory in D Stock Runabout.

Nila McKay, hailing from Green River, Wyo. does some commendable throttle bending to prove that a gal can make her mark in the boat racing game. A dozen of the B Stock Hydros trailed Nila to the finish.

# International Grand Prix



**GLAMOROUS** Denise Darcel presents \$7,500 Baker Palladium Trophy to speedboat king Frank Foulke (right) of Essex, Maryland, winner of International Grand Prix race held last December 28 at Orange Bowl Regatta at Miami. Award was made at sports luncheon at Toots Shor's restaurant in New York.

Charles Engelhard, Newark, N.J., President of Engelhard Industries Group (center) donated trophy, costliest in speedboat competition. Trophy is made of palladium, a white precious metal in the platinum family.

International Grand Prix was raced for the first time last December and will be an annual event at Orange Bowl Regatta for crack American and European speedboat racers, in tradition of Harmsworth Trophy races.

The trophy has an 18" high palladium column, upon which rests a hand-engraved globe of the world. Surmounting the globe is a replica of the American 266-class hydroplane, which, with the 225-cubic-inch class and the European 500 kg. class, are eligible for the International Grand Prix.

What lends special significance to the International Grand Prix, open to the largest and most powerful boats in the Limited class, is the expectation that it will reactivate European participation in international power-boat racing. It will thus replace the famous Harmsworth Trophy race which became a World War II casualty as regards international entries. Participation by foreign drivers in the latter Unlimited classic has ended due to their inability to finance the building of boats and engines capable of competing on equal terms with expensive American models.

By requiring boat owners to conform to 266-class hull and power plant regulations, the International Grand Prix reopens competition to determine the world's fastest speed-boat driver among crack Italian, French, British and Belgian pilots.

"We hope that this new race and the Baker Palladium Trophy will prove a means of furthering international goodwill and friendship," explains Mr. Engelhard, president of the companies in the Engelhard Industries group, who put the trophy into competition.

"In choosing to make the trophy in palladium, which the dictionary defines not only as a precious metal but as 'safeguard or protection,' we have perhaps hit upon a fortunate symbol. Mlle. Denise Darcel's participation in its official debut emphasizes the international character of this new annual race."



# A RACER'S DREAM COME TRUE

Story and Photos by BARNEY BUTLER

A SPACIOUS artificial lake built just for boat racing—plenty of pit area—free gas and oil—beautiful country surroundings, with a huge natural grandstand sloping up from the water's edge—rest rooms—ice cold drinks and sandwiches and an N.O.A. sanctioned race with cash prizes every Sunday afternoon all summer long.

Sounds too good to be true, but all of that and much more is the boat driver's dream that has really come true at Tomco Lake, just nine miles south of Memphis, Tennessee, on U. S. Highway 61 at the Tennessee-Mississippi State Line.

For the first time in the Mid-South outboard speed boat racing has become a regular weekly sports event and has taken its place alongside of baseball, wrestling, stock car races, etc. Outboard racing drivers roll their equipment into the Tomco Lake pits every Sunday. Spectators from miles around start coming in as early as 9:30 in the morning to picnic and enjoy the spacious grounds that surround the lake. Then at 2:00 p.m. the races get under way and the crowds gather on the hillside grandstand to watch nine or ten heats of top-notch racing with boats driven by some of the hottest drivers in the country.

All of this is primarily the result of the efforts of Cooper Y. Robinson, assisted by many other outboard and sports enthusiasts, most of whom are members of the Rebel Outboard Club of Memphis, Tenn.



Bill Barron lost his crash helmet but won the CDF Hydro race on opening day.



There goes a shear pin and Doris Doris, a very capable gal driver, is out of the race.

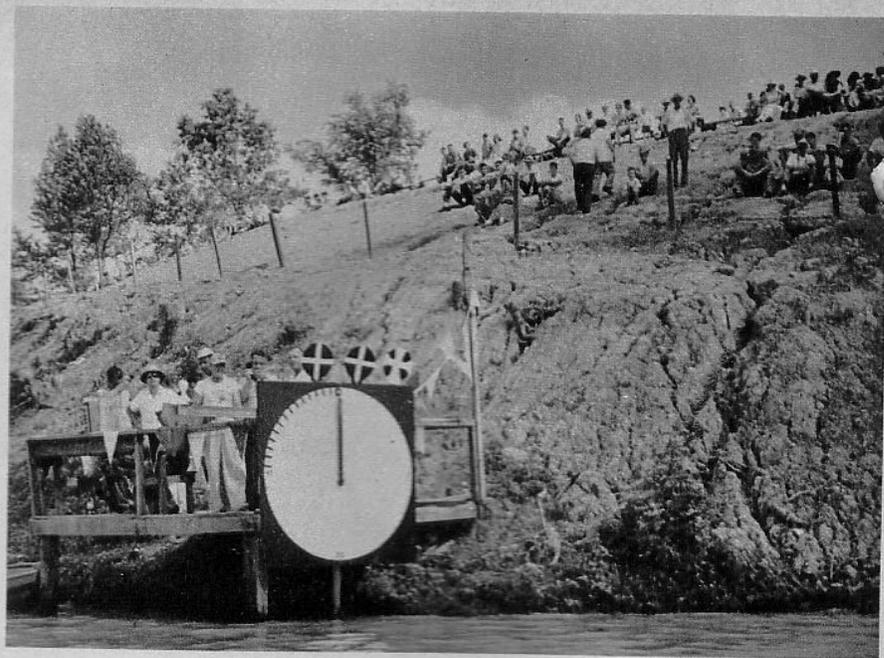


Drivers' meeting at Tomco Lake.

Judges' stand and hillside grandstand.

Robinson and his friends, who have raced outboards for many years, were convinced that with the proper arrangements speed boat racing could take its place with other American sports events which have a regular following of spectators. They knew that it would be a hard job to get a setup that would do the trick, but decided to give it a try. A corporation was formed, an ideal site was located, and the work got under way in the fall of 1952.

A levee almost one mile long was built to form the lake. Roads and parking lots were cut out of the woods. The hill that was to be the grandstand was cleared and graded. Concession stands, lavatories, judges' stand, fences, gates and many other facilities were constructed.



A grandstand with trees. An ideal course for the spectators.



Looking across to the backstretch at Tomco Lake.



The Pure Oil Company volunteered to provide free gas and oil to any and all drivers for the entire season. The Coca Cola Bottling Company pitched in with a fine public address system, decorations and signs, and many others gave freely of their time and efforts to whip the lake and grounds into shape for racing.

The first race at Tomco Lake was held on April 26th of this year, with a wonderful send-off by the Memphis press, radio and TV stations. The Rebel Outboard Club drivers were joined by visiting contestants from Nashville, Greenville, Tupelo, Clarksdale, Helena and other towns. A large crowd of spectators gathered on the hillside grandstand and settled down to watch one of the most exciting and best-planned races ever seen in the Mid-South.

That was the beginning. Since that time, a race has been held every Sunday afternoon. With constant additions and improvements, Tomco Lake has become one of the country's most perfect spots for drivers and spectators alike.

The races, which will be held every Sunday all summer long, weather permitting, are N.O.A. sanctioned Division 4, and cash prizes are awarded for every race. Events are scheduled for: A, B, C Service, D and F Runabouts; A, B, C Service Hydros, Fishing Boats and Free-for-all. The fishing boats are utility type with motors of not more than 10 h.p., open exhaust optional. A heat for D & F Hydros was included in the original line-up, but was dropped due to lack of entries.

Ask the boys in Memphis, Tennessee, and they'll tell you. If you don't believe that dreams come true, just carry yourself to Tomco Lake any Sunday and see for yourself. Gates open at 9:30 a.m.—drivers' meeting at 1:00 p.m.—races start at 2 p.m.

By MALCOLM LAMBORNE, JR.

Photos by Harold Flecknoe

# PATUXENT MARATHON

**T**HE Indianapolis Speedway type of outboard marathons—in this case eight times around a 6½ mile circuit—had its debut on the Chesapeake this spring, and it looks as though it is here to stay. The event was the Fourth Annual Patuxent River Marathon sponsored by the Solomons, Md. Outboard Club in cooperation with the Solomons Island Yacht Club.

### Good Weather — Nice Course

In contrast to the rough and tumble race of a year earlier, which had a 40% breakdown rate, this year's marathon was smooth-running and weather conditions were ideal. Previously outboards had been sent up the Patuxent twenty or thirty miles and return. Coming rather early in the season, the race wasn't always blessed with good weather. As a result the field of starters was beginning to show the effects.

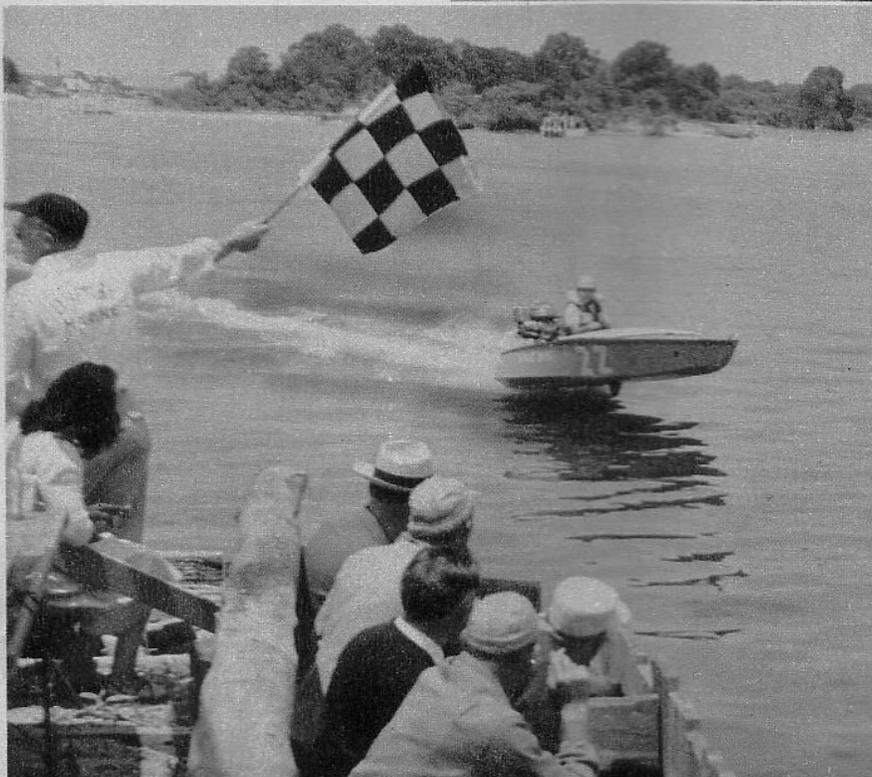
There were 75 drivers on hand this time—somewhat below last year—but you can bet the field will be much larger in 1954. The good word is getting around.



Eugene Hornberger of Pleasantville, N.J., going all out at the end of one lap of his race.



A woman driver, Patricia Hurley from Urbanna, Virginia, shows her stuff in the BU race.



In Class CU, J. Bernard Abrams of Wilmington, N.C., gets the checkered flag as he crosses the finish line in "Wang Dang."

### 26 BU's

To nobody's surprise the BU Class produced the largest number of starters. Twenty-six hit the line off the tip of Solomons Island. Norman Rand in his red and yellow M & M Jet hull *Miss Pesky* took the lead at the first turning buoy off Drum Point, and he was never headed. On the seventh round Rand lapped his first boat. His time for the 50 miles was 1:17.24. Eight seconds back of Rand, came Chuck Daugherty in *Nasty Nine II*, also one of the Ed Cahen-built jobs. Both drivers are members of Capital Power Boat Assn. in Washington, D. C. Third place was taken by Peter Rosati of Richmond Hill, N.Y., with a Raveau hull. All three of the leaders were powered by Mercury motors.

### AU and CU Together

Boats were sent away by classes and starts spaced so that the course was clear of one division before the next got under way. The AU's and CU's were started together, totaling a 22-boat field. Twenty-one-year-old Scotty Strauss, one of the better drivers in Region 4 (Scotty was regional high point prohydro driver last year) set a fast pace for the AU's—and a sizeable number of CU's too. Driving Tommy Johnson's *Sho-Nuff II*, Strauss was home first in the good time of 1:29.04. Only one boat finished ahead of him, and it was the winner of the CU's, Bernard Abrams' *Wang Dang* from Wilmington, N.C. His time was 1:28.52. Strauss was driving a Mercury powered Sid-Craft and Abrams an Elto-powered Dixie Flash.

Runners-up in AU were Nick Chapman's *Rowdy* of East Moriches, N.Y., and Bill Steinfield's *High Society III* of Long Beach, N.Y. Both drive Curtis-Craft outfits. In the runner-up department for CU's were E. C. Ford, Jr.'s Speedliner *Spike* with a Johnson motor, and A. W. Seeley, Jr.'s *Blue Streak*, a home-made job with Evinrude power.

### The DU's Were Moving

Fred Snyder of Lancaster, Pa. paced a fourteen boat DU field for 8 laps, driving a Speedliner with a Merc 25. His time was 1:04:54. Walter E. Robbins of Springfield, Mass. in a Switzer Craft was next across, followed by Doug Stone of Beaverdam, Va. in *Blitz Buggy*, a Speedliner hull. Jack Holt of Fort Belvoir, Va., high point regional driver in stocks last year, was a strong third for seven laps when he sheared a pin on his *Baby Boo*. Holt limped back to the pits but couldn't get started again.

### Free for All Stock Hydros

Robert Boerckel's *Rhubarb*, a Swift hull from Franklin Square, N.Y., was first to finish in the Free-for-all Stock Hydros. Second and third went to Thurston Hinyub of New Orleans, La. in a Jacoby, and Richard Holt's *Sabre Jet*, a Swift from Dagsboro, Del. All three were Mercury powered.

### Only One Survived

A small field of EU's came out but only one finished. Bill Gross' *M. Belle III* of Essex, Md. George Bonsal of Baltimore, last year's class winner at Solomons, was doing fine in the EU's when he got some grass in his lower unit and burned out his engine. It was too bad, as Bonsal has been running mighty fine and was talking about setting up a new EU one-mile mark which has been vacated for some time.

### Edgar Bowen Was Missed

The official work was excellent. The committee included Carl Breland, Al Bauer, Horace Walker, Earl Hildebrand and Tom Buckler. Much missed was Edgar Bowen, regatta chairman, who died several weeks before the race. Edgar had been active in racing and fishing circles on the Chesapeake for many years.



Coke bottles, lunch boxes, portable typewriters and the P. A. gear . . . all the junk that gathers on the official stand during the race. Seated next to the two lady scorers is Malcolm Lamborne, Jr. "Speed and Spray's" Washington correspondent. The guy with the binocs is Referee Al Bauer.



The winning team in the BU race. Mechanic Everett Edwards on the right and Norman Rand.



The pits after one of the races. A crane was provided for launching.

The big winner of the day, Norman Rand.



# TOLEDO ICE BREAKER

By TOMMY McBRIDE

Photos by Joe Wallis

AS THE morning of May 3rd dawned and the last iceberg floated down the Maumee River, the water around Clark Island at Walbridge Park was as peaceful and serene as a picture. Old Sol had no sooner peeked over the budding trees 'til somebody fired up. The scream of this single mosquito called out the swarm. The boys started combing the cbbwebs out of their stacks on what was near perfect water, but these test runs provided us with the first "dunker" of the day. Chet Warren pushed a little too hard on his "A" Jacoby conventional with the powerplant blocked up so high it must have been held on with sky hooks. He executed a beautiful whinging, landing business side up, but with the powered head in his lap, and splintered transom. Chester set the style and before the day was over many of the lads felt the chill of that icy water.

### Interesting Course

The old tried-and-true hulls, sporting bright new paint jobs, and the flashy just-out-of-the-crate and yet-to-be-tamed creations presented a beautiful sight to the many drivers and pit crews who had been gathering at Toledo for the past two days for this first race of the season.

The Maumee River Racing Association got the ball rolling right on schedule. A.P.B.A. rules would prevail, with the exception that open exhaust would be permitted. The course was a one and two thirds mile affair around Clark Island, which would expose the drivers to two different types of water. The judges' stand and the pits were located on the mainland, so when the boys came down for the start they would pass between the island and the main shore in water that had a short chop. When they rounded the first turn they would find themselves on the windward side of the island running head-on over small rollers. If the wind threatened to "blow out" the "bawt razz" the remainder of the card would be run between the leeward side of the isle and the shore.

### Upset Winner

The "AU" boys got the show on the road with two hotly contested elimination heats at near record speeds. As the screaming "A's" barreled it into the first turn, 1953 APBA National Champion Dean Chenoweth suddenly found himself in second slot. This was unusual in that it is seldom that "Cheny" is ever anywhere but out in front when the field hits that first buoy. On the second leg of this three lap event Dean was about to make his bid for the lead position when a spark plug let go and burned out. James Miner, a handsome teen-ager from Syracuse, Indiana, lead the pack across the line in his Rinker built H-1. Hot on his heels in second position was Donald McClelland, driving out of West Carrollton, Ohio, and Johnny Powers from Fort Wayne, Indiana.



Around the first turn — the storm clouds are forming.

### Tight Racing

To give some of the fellows time to pull their "A's" off and toss a "B" on the transom, it was elected to run the "DU" next. With not too many starters in this class it was decided to run just one heat, but man, what a sprint that was! As the gun sounded the field hit the line perfectly and the battle was on. As they snarled into the first turn, the three lead boats were packed together so closely you couldn't have driven a razor blade between them with a sledge hammer. As they snorted up the backstretch and ripped thru the second turn, each man pulled about one boat-length lead on the fellow behind him. On the second lap the race was between Ray Lenk of Detroit, and Akron's Bill Haffner; Bob Lally of McClure, Ohio was holding down third spot just daring either of them to make a slip and slide wide. Bill Haffner won it with Lenk in "place" position, and Bob Lally third.

### Forty One BU's

Bang! The five minute gun sounds for the first "BU" elimination heat, and at almost the same time the wind begins to kick up. There were forty-one "BU's" registered, which meant three elimination heats before the final. During this first heat one of the McBride Racing Team rigs, *Wildcat*, driven by Frank Gercak slid, tripped and went over. Frank emerged from the ordeal with a blown crankcase and a bruise where the gas tank had hit him on the way out. Jon Culver of Dayton took this heat, with Chenoweth second.

The next heat brought about more of the same. On the far side of the island 96-S tipped on one of these two foot rollers that the wind was now tossing up. *Lois*, driven by Jimmy Ames of Toledo, appeared to be unable to miss the capsized hull. There was a cloud of spray as the *Lois* spun. Whether they hit or not I couldn't see. 95-S — *Rusty*, also piled into the mess. The third heat was run off without any flips, but the hulls were out of the water more than they were in. Some of the boys seriously thought about trading in their speedometers for altimeters.

### Kindling Wood Derby

The water on the backstretch turned into huge white-caps, so the emergency course was set up. The buoys were moved into the channel between the island and the mainland, for the rest of the days' races. The final heat of the "Bloody B's" might have been termed "The Kindling Wood Race," because the splinters flew! This new course threw the boys off a little at first, and the first start was N.G. The second start was good, and the buzzing "Bee's" scorced the water getting into that turn. On the next go-round three boats were running side by side heading for that first turn again. Suddenly the rig nearest the inside of the course stood straight up on her transom and spun around in a dizzy twist three times. The third time around out went the driver, clear over the top of the other two outfits. The remaining two boats screeched on into the turn where Eddie Zerbe, of Detroit, flopped his new Switzer over on its back, right smack in front of Chet Warren. Warren's boat leaped over Zerbe's cockpit burying the fin deeply into the cowlings so that Zerbe couldn't get out. Lieutenant Tommy Atkinson, who was in charge of the Coast Guard Reserve patrol boat, dove into icy Maumee River to rescue the trapped Zerbe, a deed which certainly prevented a tragedy. Luckily no one was injured.

The pits as seen from Walbridge Park. This might be the site of the 1953 Nationals.





From the Judges' Stand — one flight of the BU's get away. Eddie Zerbe in the boat in the foreground was trapped under his hull when he flipped, but was rescued unhurt.



Bruce Pauccho clear out in rough water.



The DU winner Bill Haffner.

All the while this was going on, that Chenoweth fellow had been nursing a comfortable lead around the other end of the course, but due to the bad mix up at the turn, the caution flag had to be flown, and it didn't give the boys a chance to really show at their best. The race wound up with Bob Hovermale of Jamestown, Indiana copping first; Dean Chenoweth holding down second spot, and Charlie Hursh, driving out of Goshen, Indiana, third.

**Racing A's**

Next on the agenda was the "A" Stock Hydros. Oops, did I say "Stock?" Well anyway, the "A" Hydros. All the while the Utility boys were leaping about, many of the Hydro lads were sneaking up the bank and packing up, saying that it was more fun watching this "endurance contest" from the shore. This was water made to order for the rough and tumble Jacobys and Filingers, however. The conventionals and a few of the more ruggedly constructed three pointers gave out with one devil of a fine race. It was a Detroit boy who walked off with top honors this time. William Clark pushed his X-4 to the front to stay there,

with Don Hall of Columbus, Ohio, hauling in second place trophy, and Bob Lally nabbing another third. Surprisingly enough, all the boats that started in this race finished right side up, although some of the drivers did look a wee bit sea sick.

**Not Many — But Hot**

Came next those muc hover-powered shingles: the "D" Hydros. With a limited number of boats of this class present, a close contest was not expected. Still, when the deep-throated growls grew louder as the boys brought them in for the start, all eyes were focused on these rigs that throw such magnificent rooster tails. It was an awesome sight to behold as the field hit the turn together, each outfit reeking with

power. Jack Liggett of Toledo took to the lead, and let her out he did! Ray Lenk from Detroit pressed hard, but the flying Liggett was not to be headed. That's the way they wound up.

**Roller Coaster**

The screaming "B-Hydros" were next. Again, as in the "A's" a number of the "name" drivers did not meet the starting gun. However, there were those who were determined that they would finish the race or know the reason why. Some of them found "the reason why!" One such unlucky soul was Norm Romstead, who found the crests of two rollers just a little too far apart for his new Perkins' hydro to span. As the *Hurricane Kid* dug in, a white-capped roller caught Norm square in the chest and sucked him right out of the cockpit! The wind-up found Bud Ruder smoking from both barrels, with Dale Hugill in second spot, and George Young third.

**Free for All**

The outfits and drivers still intact after this mad scramble took to the Free For All. The tiny "AU's" pitted their turning ability against the mighty "D-Hydros" for an exciting display of competition at its roughest. Bob Lally broke that third place jinks of his to come up with a win. Buddy Ruder smoked again as he came home for second and Art Siebert of Detroit captured third spot.

**Gals Race**

Now that the fellows had finished their job of tearing up fine racing shingles, the gals took over to give lessons on how a race should really be driven. The Ladies' Free For All found Mary Holloway spanking along in Hubby's "A-Hydro" for a beautifully driven first place. Donna Deal, who was next across the line, picked up her second prize of the day.

**Coming Events**

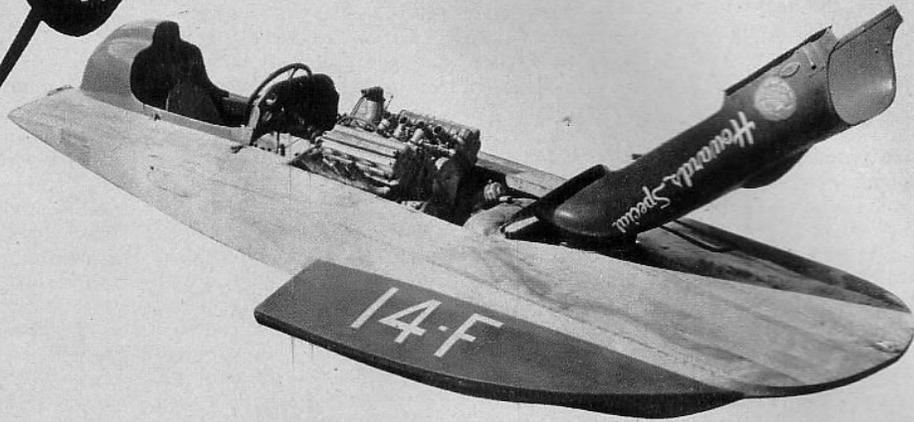
The Maumee River Racing Association's Commodore—Al Perkins, assisted by Racing Secretary Betty Young and Charles Stewart, Sr. handled the details on the judges' stand. There were eighty-eight drivers and one hundred eight boats registered from a three state area. The city of Toledo furnished the facilities and policed the area.

The APBA 1953 Divisionals will be run here on August 23, with the eliminations scheduled for the 22nd. Also, this course has been eyed as the likely spot for the APBA 1954 Nationals. The Toledo Junior Chamber of Commerce promises smoother water and less wind for the next regatta. Well, at least it will be warmer!

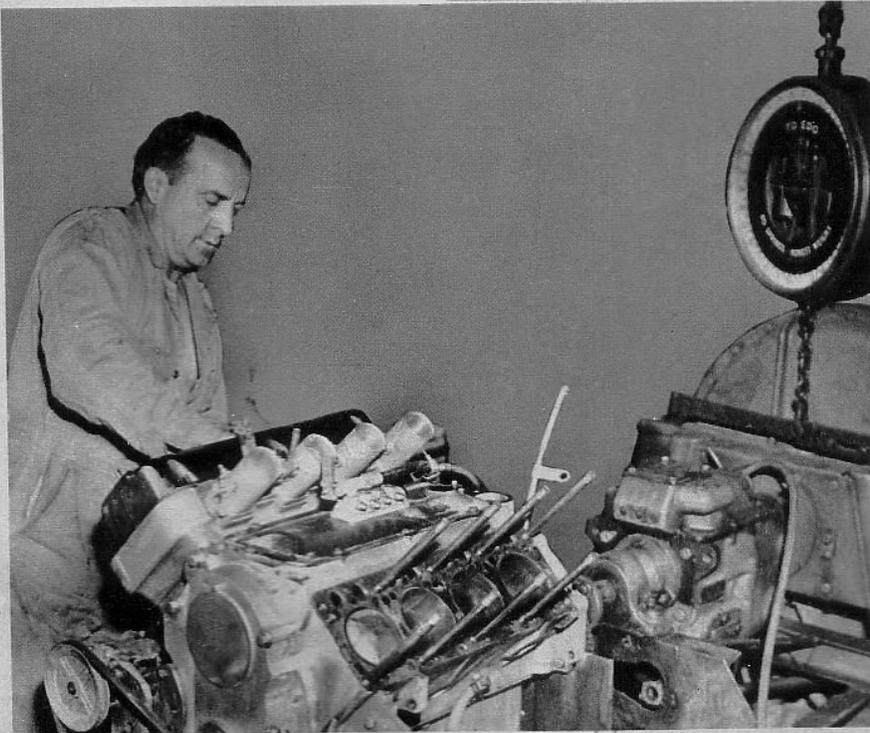
James Miner was the AU Class winner.



# Mixmaster



Bill Kuenzel's action shot of "Mixmaster" in the trap at Miami at 127 miles per hour.



Howard does considerable of his tear-down and testing on the dynamoter stand in his shop.

Story and Photos by: F. W. FISHER

Cutaways by: JIM RICHARDS

**127 MPH** —that was the speed that Howard Johansen's *Mixmaster* made through the trap at Biscayne Bay last December. This performance started a storm of controversy: OHV motors vs. flathead equipment. The *Mixmaster*, a brand new 266 cubic inch hydro was powered with a DeSoto Fire Dome eight, one of the latest of the overhead valve "V" type motors. The other 89 hydros in this class were at that time all carrying, without exception, Ford Mercurys, flathead equipment converted to racing. The existing record was short of 122 mph. No wonder there was a furry of excitement in inboard racing circles.

### Flash in the Pan

Some of the experts hazarded a guess that all of the speed in this outfit was on the top end and that the flathead jobs would continue to dominate closed course competition. Others were frankly unimpressed and didn't think that *Mixmaster* would ever hold together long enough to qualify and run an official mile trial for the record. *Mixmaster's* spectacular performance on the Long Beach Marine Stadium course on Memorial Day has settled all of the doubts. The Johansen boat had miles an hour on the field which included some of the best 266 equipment in the country. *Mixmaster* can now be rated a success.

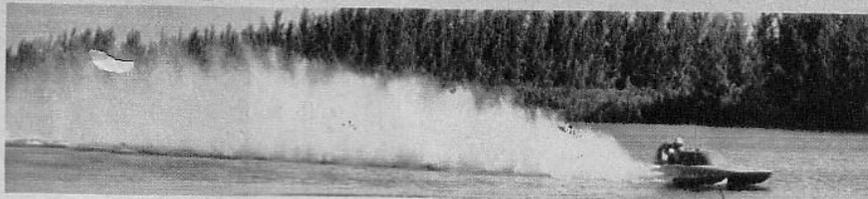
### First Appearance

Seldom has an individual in boat racing built a winning combination with such immediate and phenomenal success. However, this success has been reached only as a result of great and determined effort on Johansen's part.

*Mixmaster's* first appearance was at the Salton Sea meet in the latter part of 1952. On the trailer during the several days that a howling wind prevented racing, the DeSoto installations drew considerable comment from visiting drivers from all parts of the country. Howard Johansen, the owner of HOWARD'S RACING CAMS, a speed shop in Los Angeles, was deluged with questions. His report on dynamometer tests on the Fire Dome Eight was enthusiastic. The dyno was reading 305 hp, and this with a motor hardly well started on the development stage as a racing engine.

### Test Run

All that the *Mixmaster* got at this meet was one short test run, but was a convincer to some of the expert observers. Chuck



Powell, who drove the boat on this run, stated that the acceleration was terrific and that in his opinion the outfit would show record speed, once the bugs were ironed out. Although fuel trouble kept the outfit from peaking out, the speed was considerably over the century mark. The trouble on this occasion was traced to clogged fuel lines and injector nozzles, resulting from chemical reaction of methanol on the una-anodized aluminum inner surface of the fuel tank. This developed a jellied substance that completely clogged up the fuel system.

As the end of the year neared, Howard heard of a meet to be held in Florida—over 3000 miles away—with a chance to qualify the boat in competition one day and run mile trials the next. The fuel system was thoroughly purged and a stainless steel tank installed in place of the aluminum one. With Christmas only days away, the boat and its crew left for sunny Florida and Biscayne Bay.

### Trouble . . . and 127 MPH

Trouble again plagued the Johansen crew at Miami. On the first run out the *Mixmaster* hit a coconut and drove it completely through the bottom and out the top of the hull. The boat sank. A frantic all night session on the whole outfit after salvage job put the equipment in running order for the trials the next day. Their efforts were rewarded with a one-way run which exceeded 127 mph, and two-way average

of 122.039 mph, which, although faster than the record-holding *Guess Who's* mark of 121.703 mph, could not be counted an official record as the boat had still not been qualified in competition.

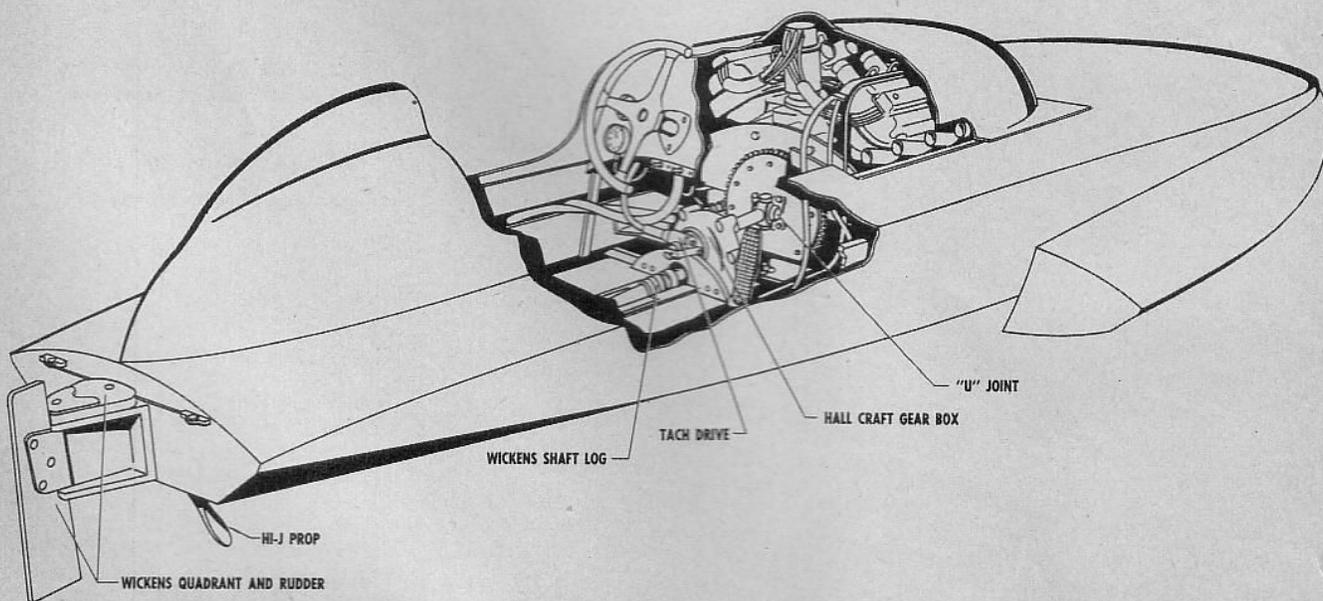
### The Why of the Rule

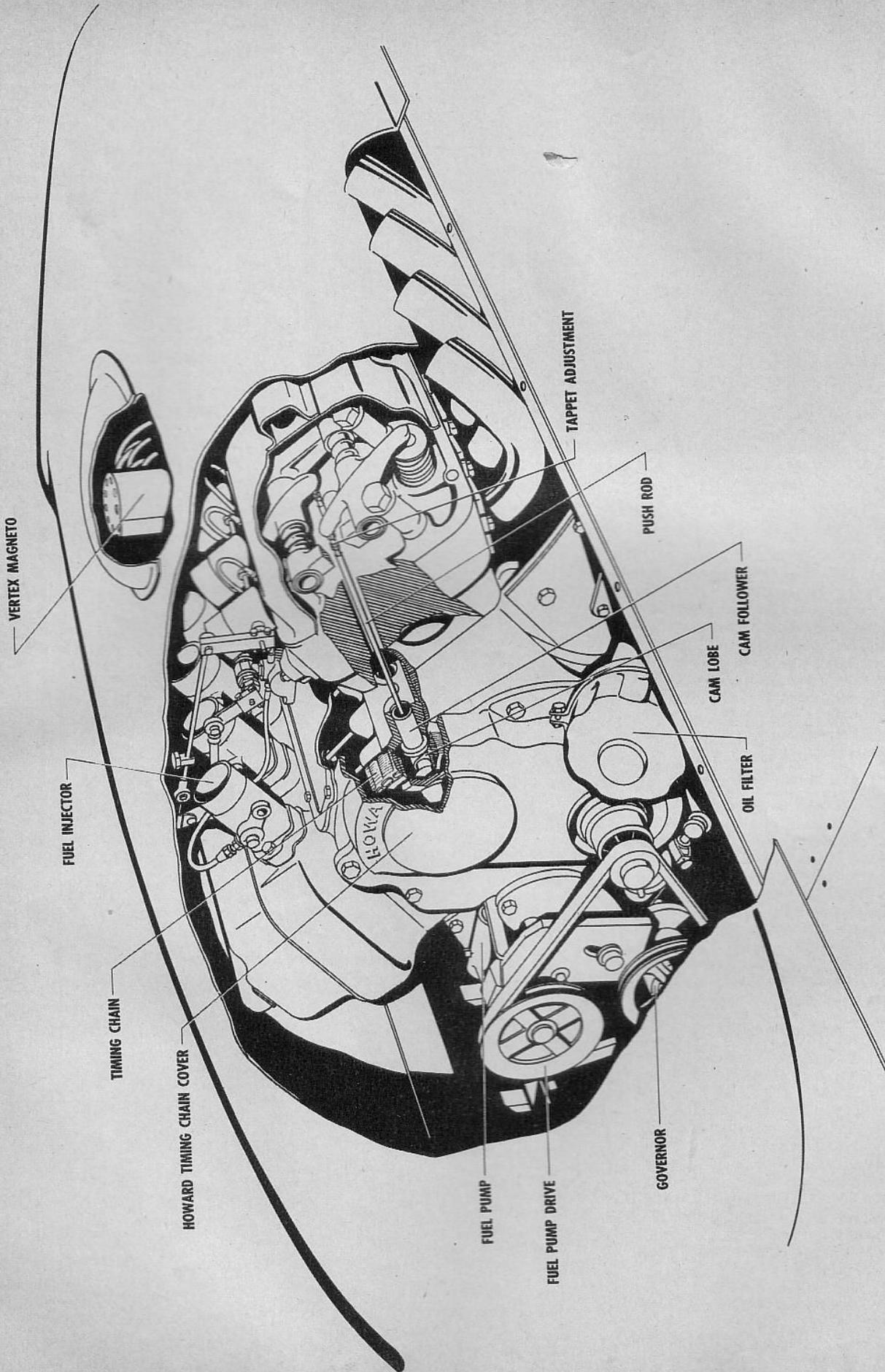
For those not familiar with American Power Boat Association Rules, a boat must place 1st, 2nd or 3rd in a competition race in its own class before it is eligible to run for a mile record. It is possible to create a machine that would go like a bird on the straights and be utterly worthless in corners, which is just why the rules read as they do—to prevent the development of single purpose boats which cannot be raced on a closed course. Apparently builder Fred Wickens has come up with the right answer in this hull for it goes like a bomb on the straights and turns beautifully.

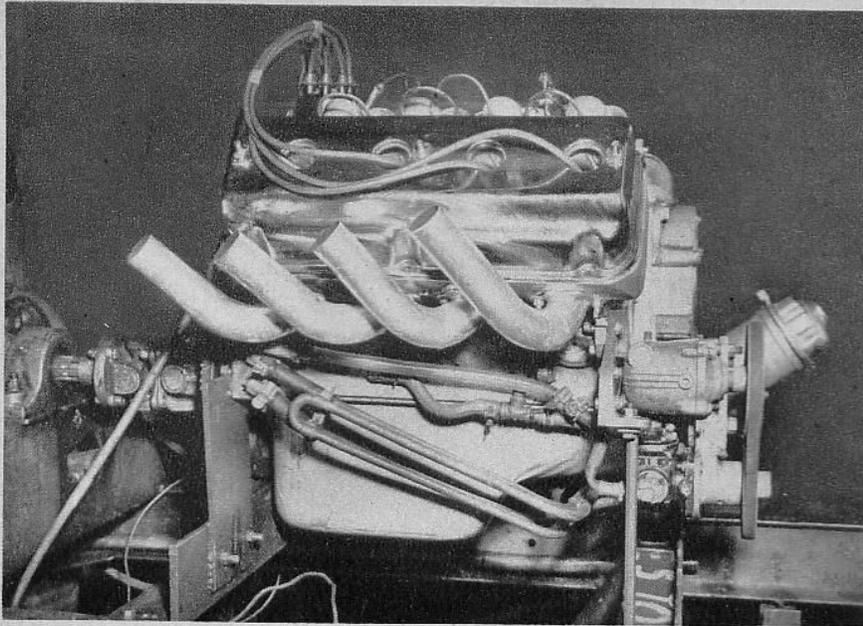
*Mixmaster* was left in Florida with Jim Rathman for another meet, where it ran a full 15 mph faster than any of its competitors, although its performance was not up to its previous runs. That was all for Florida. The boat was towed home to California behind—an M.G.! The "slow down bug" was easy to find this time—a timing gear had slipped.

### Qualified at Last

The third time out *Mixmaster* shook the jinx and qualified. Howard assigned George Matucci from Oakland, California to do







A good shot of the right side of the DeSoto which shows the injector pump and the oil cooling system—the pairs of 1/2-inch copper tube running along side of the crank case.

is a VERTEX SCINTILLA magneto and CHAMPION LA-11 plugs. The drive is through a HALL CRAFT variable ratio Gearbox to a HI JOHNSON 21" propeller.

FRED WICKENS is responsible for the three-point hull, the hardware, shaft log and the rudder assembly.

#### Modifications

To make the easy breathing DeSoto engine breath even easier, Howard designed and made aluminum heads for the engine with 1/8-inch larger than stock valves and larger ports throughout. The hemispherical chamber is retained with the spark plug slightly relocated to clear enlarged valves.

Originally, for the first runs of the boat and engine, the front two barrels of the engine were sleeved down to bring the displacement to legal size. Since then, Howard has sleeved all of the barrels and left the stock stroke so that the engine size falls just under 266 cubic inches of displacement.

Pistons are Howard's own design with slight domes. When asked what the compression was, he admitted that he didn't actually know as he hadn't had time to ever c.c. the engine. His guess was between 10 and 12 to 1 compression.

the driving with explicit instructions to go for a third place and in no event to risk damage to the boat or engine in the gusty wind that was blowing across the course. This was a well calculated move, for Howard was laying plans for the mile trials at Salton Sea just a week away. George took two third places as instructed making no move to take the lead and when the race was over there were still many who would have to be shown that *Mixmaster* was a top-flite competition boat.

#### More Wind at Salton

As all know who were at the last attempted Salton Sea Meet, the wind blew, and blew, and blew, and about all the racing done was of the dockside variety, most of the boats never even getting their hulls wet. Too bad the A.P.B.A. hasn't yet authorized the use of tenth mile speed traps for setting records as has been done by the amateur automobile racing associations such as the S.C.T.A. This would permit boat speed trials to be held in a great many places where they are not now practical.

#### Technical Data

Many changes in the DeSoto setup have been necessary since *Mixmaster* made the first run at Salton Sea. As each successive bug put in an appearance, Howard designed and built new parts working toward dependability at maximum output.

In addition to converting the DeSoto V-8 to 3.550 bore and stock stroke, HOWARD'S RACING CAMS have the following equipment of their own design and manufacture in the engine.

Billet Camshaft, Mushroom Tappets and Adjustable Pushrods.

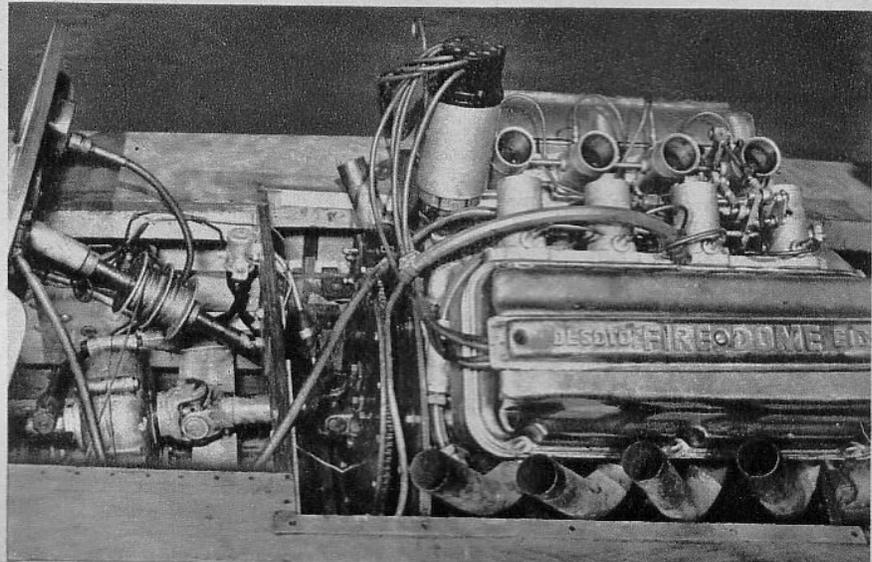
Fuel Injection System, 11:1 Racing Pistons, Front Timing Cover and Special Aluminum Racing Heads.

Valve springs are stock CHRYSLER V-8 and the rings are SEALED POWER. In this ignition department the combination



Mr. and Mrs. Johansen with their first fling at boat racing have become dyed-in-the-wool enthusiasts—and after all who wouldn't with first class prospects of a record holder.

"*Mixmaster's*" Fire Dome Eight in the boat. The Hall Craft gearbox and the universals at each end of the short shaft between the gearbox and the flywheel show clearly here.



All head bolts have been replaced with full-length chrome-moly studs to insure good seating of the head against the block. Howard found that the original heads as used on the boat in early runs did not have sufficient beef around the cylinders to hold the gasket properly. This difficulty has since been remedied by slight pattern reworking. This one incident proves the point that experimentation is necessary and helpful to the manufacture of speed equipment.

#### Oil Cooling

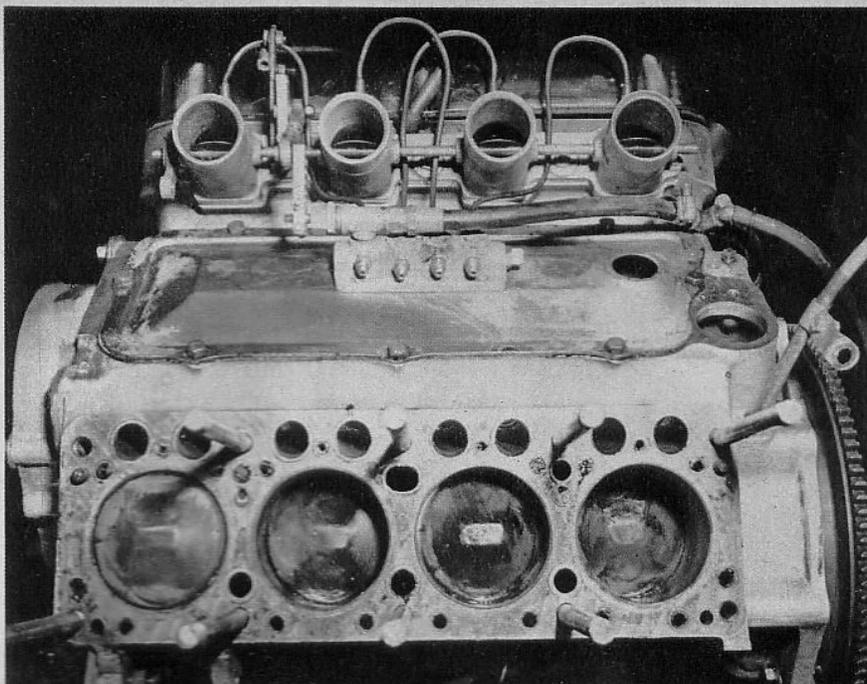
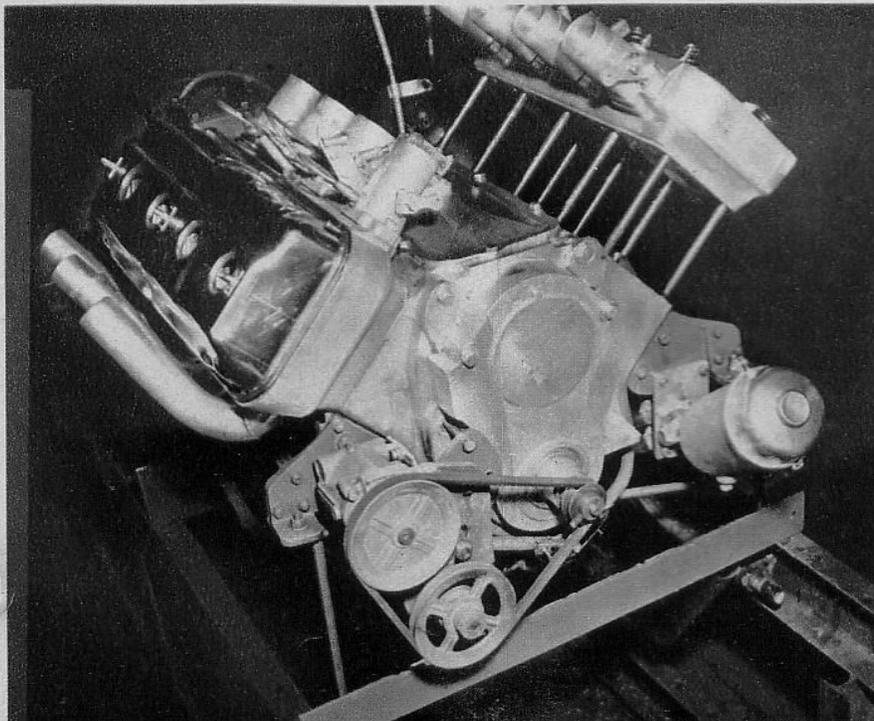
Although most boats are equipped with engines mounted with the flywheel toward the bow, the use of the gear box enables this engine to be mounted with the flywheel aft. The tachometer is a Jones Rev Counter driven from the gear box. The oiling system is completely stock, including the pan, pump, and full-flo filter. Oil cooling is obtained by passing the oil to and from the filter through 1/2-inch copper tubes soldered to like tubes through which water from the pickup travels to the engine. The resulting heat transfer is very satisfactory and eliminates the necessity for a lot of plumbing in the oil pan, which can be quite a job, as some of our readers already know.

The aluminum cowl for the boat was created by Wickens. It is hinged at the front so that the cowl raises from the rear, exposing the entire engine for adjustments.

#### Prepare for Competition

As Memorial Day 1953 approached, with no immediate possibilities for a mile trial run, Howard worked out modifications in *Mixmaster* setup for the Long Beach Marine Stadium Race. This is a narrow one-mile course with single buoy turns and demands plenty of acceleration rather than all emphasis on top speed. The cam timing was changed to gain additional "steam" on the bottom end. In regrinding the cam

One of the special Howard aluminum heads with injectors attached coming off the block.



Close up of the block with one head removed. Note butterflies in the injector throats and the individual fuel feed tubes leading to each one of the injector throats.

for additional torque and power lower in the range of engine RPM's, the duration was lessened, with an improvement of 20 horsepower at 4000 revs. This change was the exact answer as proven by the way *Mixmaster* now puts up its roostertail within a very few feet after rounding the buoy.

The engine has put out 320 horsepower on straight methanol on Howard's own dynamometer, using a more radical camshaft. Some of these horses have been eliminated in favor of more h.p. in the lower range and additional RPM at the top end. Valve float does not occur until

approximately 6300 RPM.

#### Loaded for Bear

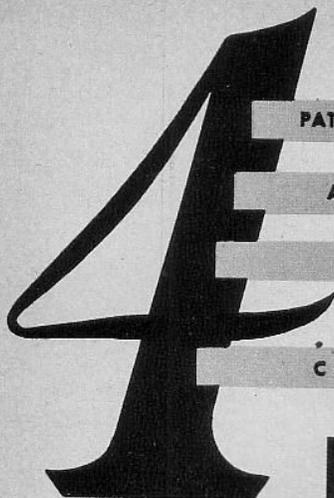
Came the Memorial Day event and Howard had the DeSoto "loaded for bear." The hottest fleet of 266's on the West Coast, and that includes some of the hottest machinery and some of the best drivers in the country, were in the entry list. There was a lot of chatter in the pits to the effect that *Mixmaster's* sporadic performances were flukes and that the 320 h.p. reported was strictly fictional.

Driver George Matucci took the boat out for a test run and reported that the 10% overdrive selected was perfect for the course. It was a red-hot full-bore start and George made no attempt to be in the front rank. At the first turn he was fifth. Down the backstretch he passed three of the four leaders before the announcer could get the words out of his mouth, and then took Rich Hallet in the turn. One stab at the accelerator and the race was as good as over. The *Mixmaster* was passing the starting line with the roostertail in full flight before the rest of the outfits were going again. George stroked the boat through the rest of the heat and remarked afterwards that he only "got on it" once—in the backstretch on the first lap.

The second heat looked like a repetition of the first, but George dropped from the race with a half of a straightaway lead when the water intake hose blew off.

#### It's Here to Stay

There is absolutely no doubt whatsoever in the mind of anyone who saw *Mixmaster* run at the Stadium—the DeSoto, and especially this one—is here to stay! With aluminum heads no one can deny that at least 400 h.p. could be had from a nitrated mixture should it ever be needed. Anyone want to buy some used V-8 flat-head equipment?



PATTERSON ESTABLISHES NEW CRACKER-BOX RECORD

A HYDRO RECORD RAISED BY TORIGIANI

WIGET SETS NEW F HYDRO MARK

C SERVICE HYDRO RECORD BY AOKI

# RECORDS AT MILLERTON

By RALPH DeSILVA

Photos by Lankford

ONE HUNDRED TEN racing outfits and some 8500 spectators braved sunstroke on May 10th to participate in the best regatta held to date on Lake Millerton.

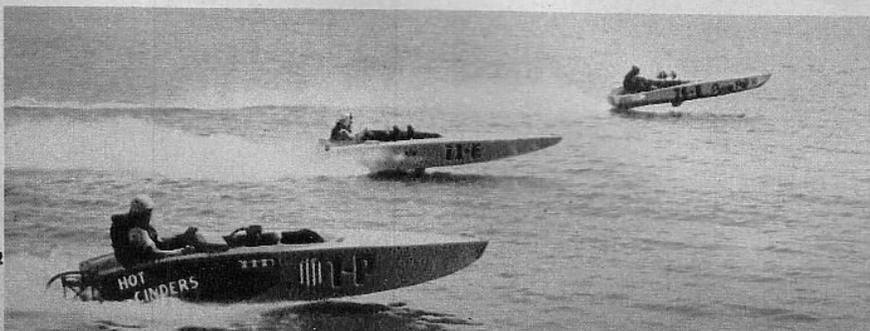
Favorable water conditions, an APBA approved 1 1/2 mile oval course, and hot competition were the ingredients which produced four five-mile competition records. An annual affair, conducted by the Fresno Motor Boat Assn., the race is usually the spring curtain raiser for Central California. Headwater of the historic San Joaquin River, with an altitude of 550', Lake Millerton, which lies back of Friant Dam, is 19 miles northeast of Fresno.

### Record Potentials

The slaughter of records wasn't entirely unexpected. Records have been established at Millerton in the past, though the only one on the books prior to this race was that of Tom Newton, C Service Runabout, in 1950. It is apparent that a Salton Sea or Lakeland, Florida is not a requisite for records—there can be no substitute for "good merchandise" and a hot combination.

Gale force winds on Saturday prevented a good turnout of outfits eager for tryouts from entering the water—except for a very few nonchalant sky-pilots. Entry of inboards wasn't as heavy as expected, perhaps due to the elimination of 266's from the schedule. If there wasn't a mass turnout of inboards, F Outboard Runabouts made up the difference.

The E's and Crackerboxes ran together. Bob Patterson's "Hot Cinders," powered with a Dodge Red Ram, toured the 1 1/2 in record time for a new official mark of 62.370 mph.



### The Thundering Herd

Northern California has become the home—the happy hunting ground for F Runabouts. However quantity, so far as an F is concerned, does not necessarily make a production. The curent supply of F crankshafts must have been made with Swiss cheese, for it is doubtful that one boat race has ever seen such an outbreak of free-wheeling cranks. 18 or 20 F runabouts were on hand; 7 crossed the starting line for the first heat, 4 for the second.

### A Outboard Hydro

The assault upon existing records began early in the day—9:25 A.M. Seven boats hit the line with Tom Ingalls, and Orlando Torigiani off to an early lead. A slight breeze was evident—just enough to make the water fast. Ingalls, a pre-dental student, lost the first buoy on the long oval and Torigiani pointed his brand-new Fillinger into the lead, which he never relinquished.

Other boats in the field were closely packed, some half-lap behind the leaders. Record time for the first heat was 6:10.4 48.544 mph. Ingalls finished 6 seconds behind the flying *Cotton Kid*, and also cracked the old record, but in this case only good for a second place. The expected duel in the second heat failed to materialize when Torigiani fouled at the start.

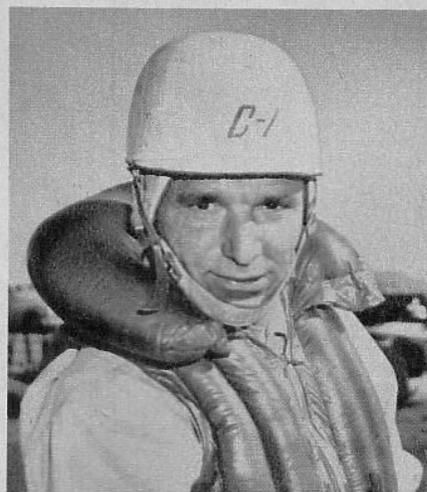
1. Tom Ingalls, Los Angeles.
2. Elmo Belluomini, Buttonwillow.
3. Orlando Torigiani, Bakerseld.



APBA's Outboard Vice-president, Bud Wiget, wiped the 13 year old F Hydro record.



Yori Aoki, the Woodland farmer, moved the 5 mile C Service Hydro record up a notch.



The new A Hydro record holder, Orlando Torigiani. Five miles at 48.544 mph.



End of the first lap of the combined 135-225 race with Johnny Corea leading the field in his 135 "Skippy." He was miles ahead at the finish line. The 225's couldn't stay with him.

**Cracker Box and E Racing Runabout**

A combined race between these two inboard runabout classes. Competition was close despite difference in potential top speed of E and Cracker Box.

Bob Patterson, riding on a prop and a prayer, made short work of the required three laps and sped home in 4:48.3—a new record for the dynamic Crackers—62.370 mph. Remarkable part of this speed is the fact that it was accomplished while using regular pump gasoline and made on a 1½ mile oval.

Die-hards who protested that gasoline would slow speed and that records would remain static may now settle back and await further attack upon the record book. Patterson, with the expert help of two enthusiastic brothers, built his own boat and recently installed a new Dodge "Red Ram" V-8 engine. The end result of painstaking work and attention to detail was apparent in the way his *Hot Cinders* performed.

Dave Hyman garnered first place in E competition, taking into camp the perennial hot-foot, Ed Olsen.

**Cracker-box:**

- 1. Bob Patterson, Van Nuys.
- 2. Carl R. Maginn, Glendale.
- 3. Wendell Tucker, Folsom.

**E Racing Inboard Runabout:**

- 1. Dave Hyman, Modesto.
- 2. Ed Olsen, Long Beach.

**F Racing Outboard Hydro**

Bud Wiget had the Indian sign on the F Hydros. Several years and a large stock of broken cranks, etc. finally jelled to bring forth a new F record—the first in thirteen years. Proof that major motor part inno-



Bud Wiget crosses finish line of first heat with steering wheel in his hand (note arrow). He engineered a hasty repair between heats and set a new 5 mile competition record of 59.875 mph in the 2nd heat. The standard F lower unit was used on his new Neal 3-point.



Woody Eldredge in his winning B Racing Runabout demonstrates prop-riding and torquing too.

ventions are not required to break records in this class, Wiget sped around the course approximately one mile faster than did James Mullen at Red Bank, N.J. in 1940.

Bud was well on his way to a record in the first heat when, going into the last lap, his steering wheel came loose and several precious seconds elapsed while he grabbed sufficient hardware with which to finish in first place. Bud LaRetz of San Francisco flipped in the first heat while moving into second place. As a result one F motor now rests in the siliceous mud of Lake Millerton.

- 1. Bud Wiget, Concord.
- 2. W. Ralph Holmes, Phoenix, Ariz.
- 3. George Peake, South Gate.

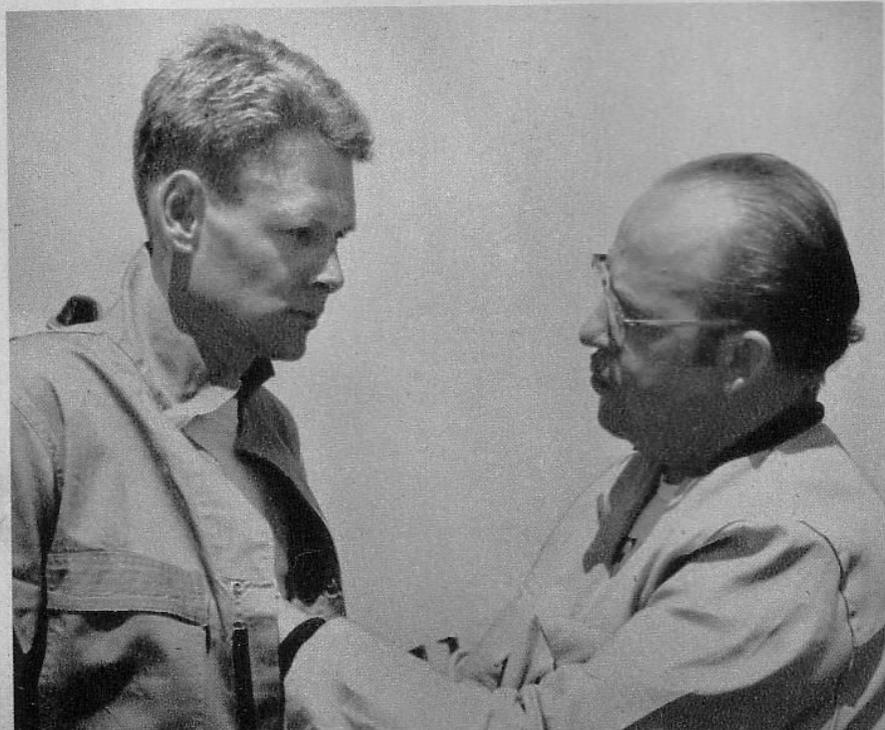
**C Service Outboard Hydro**

Yori Aoki, Woodland farmer, wasted little time in attempting to prove that all is not static with the C Service Hydros. His time for the second heat, in the floating Neal hull, was 6:05.4—49.207 mph. This bettered the old record, set by Bud Wiget at Lake Alfred in 1950 by approximately 1 mile.

Despite the record, Aoki did not place in the overall result. He was disqualified in the first heat; as were three others of the 7 boat field. Ward Angilley, APBA amateur high point champ, proved that consistency is sometimes better than speed.

- 1. Ward Angilley, Daly City.
- 2. Tim Reeves, Chico.
- 3. Steve Gotelli, San Francisco.

"You got a set of broken ribs out of that spill." That's the bad news that Dave Imrie at the left is getting from the attending physician. Imrie flipped his 3 pointer.





Both the boat and Art Pierre have broken ribs. Art flipped his C Racing Outboard Hydro.

### 135 and 225 Inboard Hydros

Again a combined race. John Corea drove his screaming *Skippy* to the fastest time of the day, 4:33.1—65.886 mph, 3 full miles an hour faster than the best 225 speed.

#### 225 Cu. In.—

1. George Mattucci, Oakland.
2. Keith Black, Lynwood.
3. Wayne Johnson, Fresno.

#### 135 Cu. In.—

1. John Corea, Dos Paños.
2. Fred Galante, Visalia.
3. Bill DuGranrut, Fresno.

### C Racing Outboard Hydro

Spectator interest hit a high during this race. Art Pierre of Stockton, C Hydro record holder, following Tom Ingalls closely, wing-dinged in what was probably the most spectacular flip of the day. Arms and legs, boat and motor, sped through the air with reckless abandon. Art later complained of a sore back. Ingalls won the heat in time of 5:12.4—57.545 mph.

Rotary valve of Ingalls' *Big Doc* stuck as he led the pack into the first turn of the second heat—his was the third impromptu bath of the day.

1. Russ Hill, Jr., Bellflower.
2. Warren Painter, Tujunga.
3. Tom Ingalls, Los Angeles.

### B Outboard Hydro

Tom Gouldstone of Los Angeles, up from the stocks and driving his first race in the "fuel classes," provided the excitement. He parted company from his Filling-er hydro going into a turn but was able to climb aboard and finish the race.

Arnie Adams had the fastest time, 6:07.0—49.8 mph. Several places changed hands during the race; drivers continued to miss buoys—the landscape wasn't admired by the spectators, it was moving for the drivers.

1. Elmo Belluomini, Buttonwillow.
2. Arnold Adams, Los Angeles.
3. George Steiner, Alhambra.

### C Service Outboard Runabout

Eleven starters crossed the line for the first heat, with Manuel Carnakis, newly elected mayor of Bakersfield, some 100 yards in front. The officials decided he was a trifle too eager and disqualified the outfit.

Delroy Wagner, young hometown school-boy, drove his father's runabout to a comfortable first place. Larry Burke of Chico,

challenging the leader, took on a reported deluge of water and was forced out of action. Second heat was uneventful, with Walt Landi the winner.

1. Walt Landi, Rio Vista.
2. Delroy Wagner, Fresno.
3. Joe Machado, Lemoore.

### B Racing Inboard Runabout

Six starters. Woody Eldredge, Merced, took the measure of the field in the very fast time of 5:16.3—56.854 mph—just  $\frac{1}{4}$  mile short of the current record.

Willie Miranda, high point king of the B's could do no better than third in the fast field. Bob Wacker, Avenal, placed second in the high riding *Beetlebomb*. Spectators were on their feet for this one—the B's can usually be counted upon to provide an interesting race—what with close competition and their galloping, prop riding hulls.

### Pacific One Design Hydro

As usual, the POD's provided a close, highly competitive race. Bob Wix, Ceres, drove his 0-33 to the fastest heat time, 5:51.1—51.25 mph, though this effort was good only for third place overall. Bill

Jagger, Oakland, had his Ford V-8 purring nicely and went home race winner. North Hollywood boasted the second place winner, Bill Robinson.

### C Racing Outboard Runabout

Six runabouts answered the gun for the first heat. Lewis Morphy led all the way, both heats. Fastest time was some 8 miles short of the existing record.

1. Lewis Morphy, Hollywood.
2. Warren Painter, Tujunga.
3. Larry Burke, Chico.

### F Racing Outboard Runabout

Bob Marvick, young South Gate driver, found that air, though the faster element, is not so stable as water when he barrel-rolled while leading the *Thundering Herd* into the first turn. Most observers figured he had lost his motor, but it was later found dangling from the steering cable.

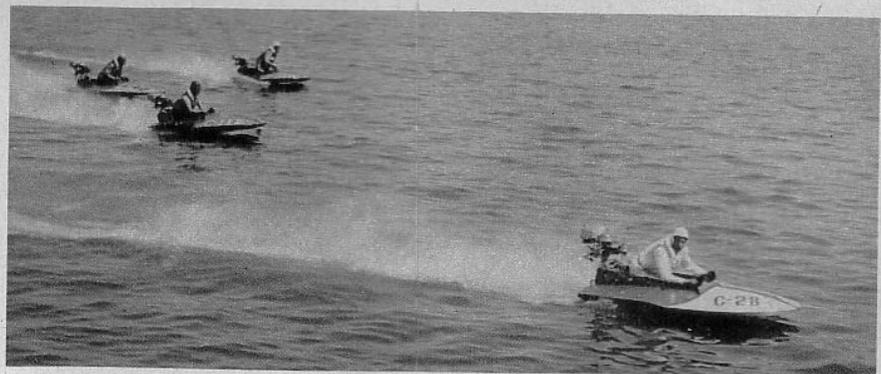
Four runabouts staggered home in the first heat, Chuck Parsons leading; and three saluted the checkered flag for the second heat.

1. John Toprahanian, San Diego.
2. Jack Dempsey, Richmond.
3. Chuck Parsons, Lodi.

Lake Millerton. Judges' stand, inboard pit area and the F Runabouts just starting.



Class B Outboard Hydro. Arnold Adams leading the pack.



The PODH's make a good start with Bob Wix, nearest the camera, leading. He was the winner.



# Fiberglassing step by step

By LOUIS KIMZEY

Photos by Ralph Poole

**F**IBERGLASS . . . what does it do for the boatman? It must be doing a great job, for today you will find fiberglass boats in all corners of the world. A host of small boat builders are building the all-fiberglass hull and the use of fiberglass covering over the conventional boat constructed of wood is rapidly becoming universal practice. Just why should you fiberglass your boat? The reasons are many:

1. Fiberglass gives you greater hull strength. The completed fiberglass lamination increases the tensile strength of your boat up to 600 pounds per inch.

2. It gives you greater safety. With increased strength your hull can absorb the impact of striking submerged objects with little more than a mar on the surface. Leaking will be a thing of the past.

3. It gives you greater speed. The glass finish is smooth and without pores. Its inherent slickness cuts down resistance and permits you to increase your speed as much as 20%.

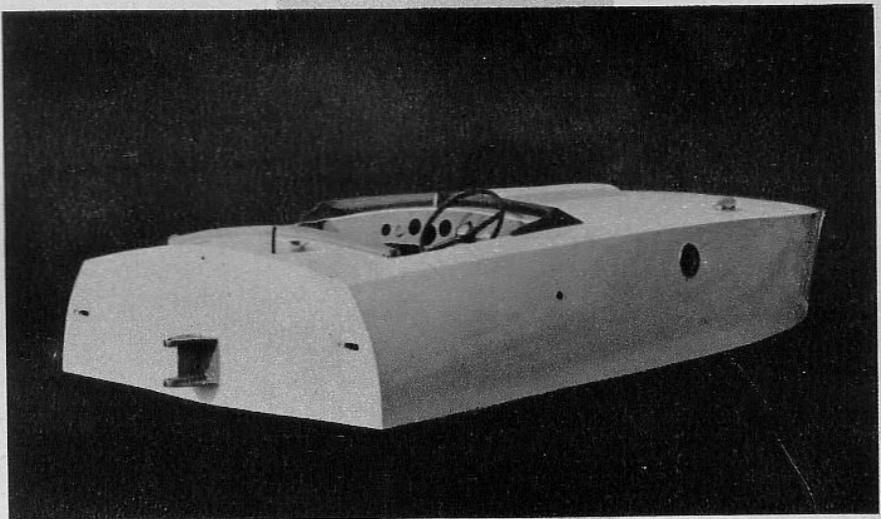
4. Your boat will have greater weather resistance. The fiberglass fabric is inorganic. It is therefore unaffected by heat, cold and moisture. It cannot rot or mildew.

5. It will give your boat longer life, because your hull will be completely sealed by a strong, impenetrable glass lamination, and its period of usefulness will be extended by many years.

6. Your boat will require lower upkeep cost. Fiberglass is a one-time application. It is not something that you will have to do again each season. The finish is permanent and brings to an end the monotonous job of recaulking and the need for frequent repainting.

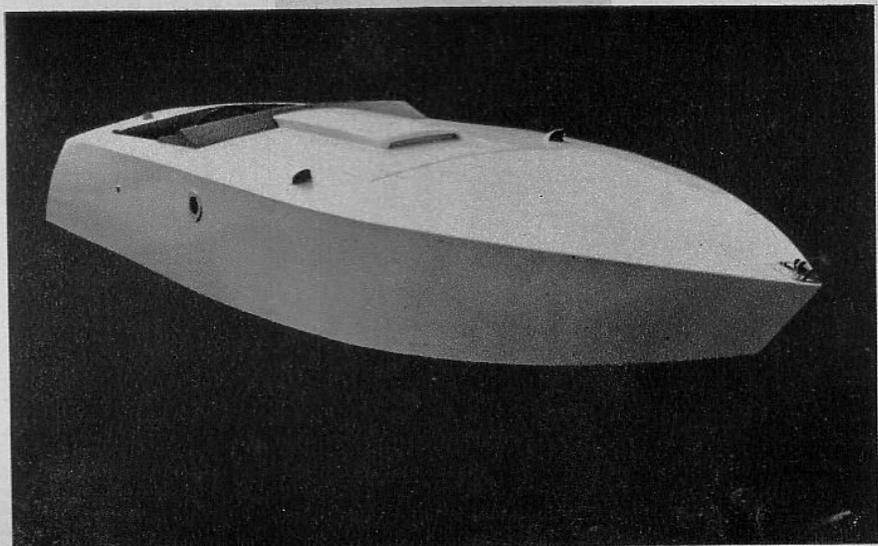
The advent of fiberglass and plastic resin applications brings to the boat enthusiast a means of protection and longevity to his craft, and personal safety otherwise unobtainable.

Now that you know the reasons why you should fiberglass your boat, let me take you through the process step by step. Ted Petersen is the owner of a new Cracker Box. Ted raced B Stock Hydro last season and has now graduated (or lowered himself—depending on which side of the fence you are on) to the inboard runabout racing field. In building his new boat he wanted a good looking outfit and one that was going to be around for a long time.



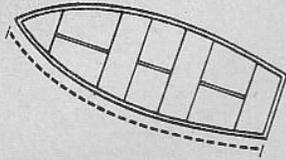
The finished job is as smooth as glass and will take much abuse for many seasons.

We got a beautiful job on the transom. All seams are invisible. It looks wonderful.

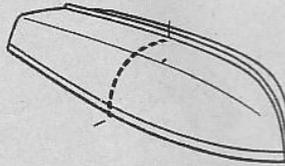


That explains his interest in fiberglassing. I volunteered to help him fiberglass the new hull.

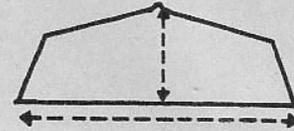
Before getting started on the boat, we contacted Ted Thal of Thalco Glass Fiber Products of Los Angeles. First I asked Ted how to measure the boat, so that we would be sure to have a sufficient amount of material. He told me to measure the length from stern to bow along the gunwale and to add 6 to 12 inches for overlap and multiply total length by 2. This gives the total yardage to order.



For the width you measure from keel to gunwale at widest point and add 2 to 6 inches for overlap. This gives the width of fabric to order.



For the transom (if you wish to cover the transom) measure the width and the depth. You may include additional cloth at the same width used on the hull, or order a separate piece to cover the entire transom in one section.

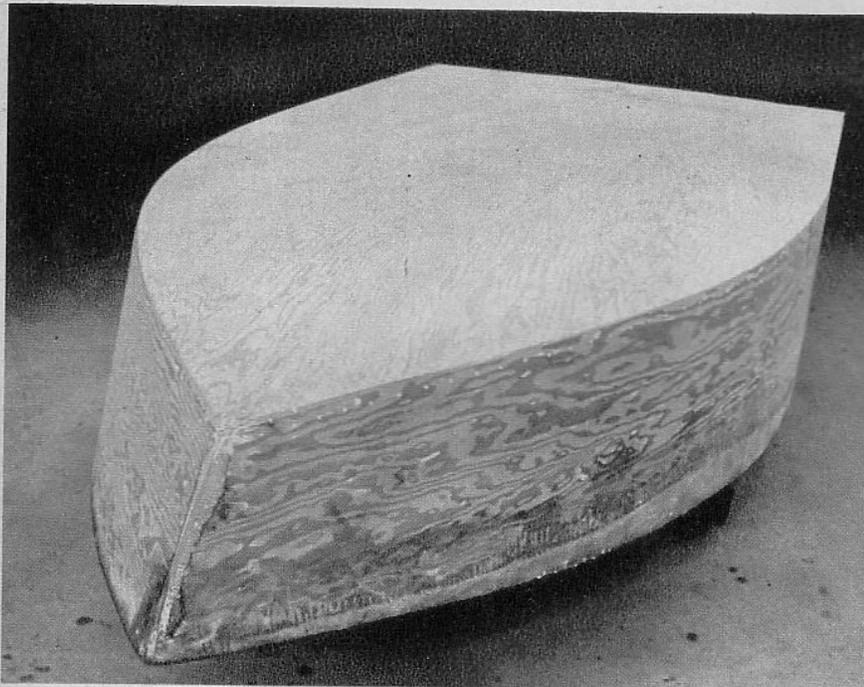


Ted remarked that two thicknesses of glass cloth are recommended for plank boats where the planking is 3" or more in width. This provides sufficient strength to withstand swelling action due to moisture from inside the hull.

Although we were concerned primarily with wooden hulls, we learned that fiberglass is not recommended for application to aluminum or other metal hulls, due to expansion and contraction factor present in metal caused by thermal changes.

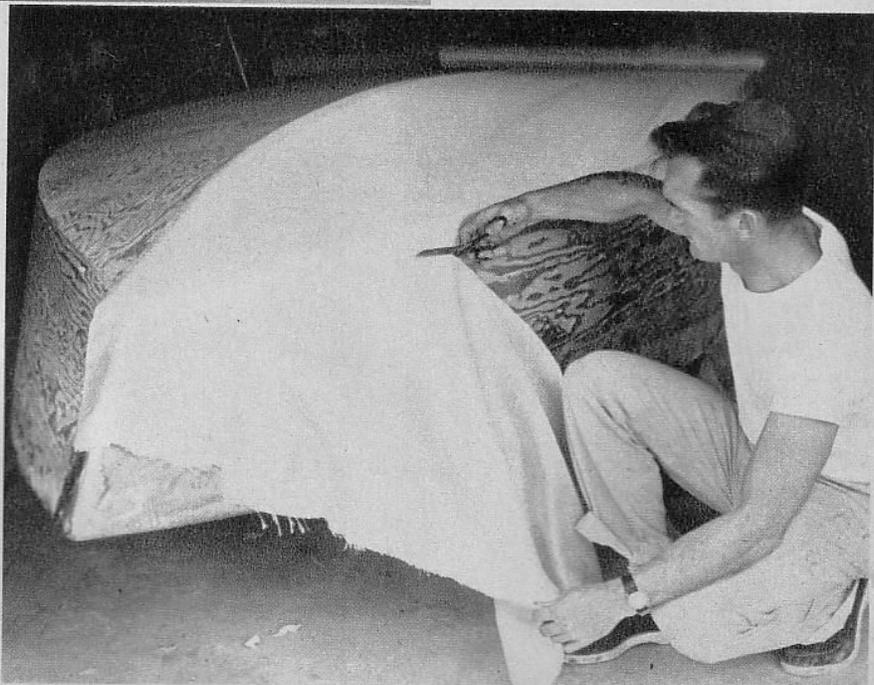
I asked for some of the specifications on the cloth, because we were interested in how much weight the fiberglass would add to the hull. We were told that the thickness of the cloth is .013 in. and that the thickness of complete lamination is .020 in. The weight of the cloth is 9.7 oz. per square yard and the complete weight of the lamination will figure 25 oz. per square yard.

Now we were ready to go to work. Ted and I measured up the boat and drove into the Thalco plant for the materials. The stock man figured how much resin and Garalyst we would need and recommended that we buy a jar of Norez (specially formulated soap for removing resin from the hands). This little item was invaluable. Our hands were well coated with



The bottom of the boat has been sanded, all holes filled with plastic wood and carefully checked to be sure there is no oil or grease remaining on the surface.

The cloth (fiberglass) is trimmed, allowing two inches for overlap.



Boat resin is poured into a can for mixing.

resin many times but the Norez took it off like magic.

The tool requirements were simple—a pair of scissors, a brush, a squeegee, sandpaper, and a few empty cans. *As a word of caution, do not order your resin until you are ready to use it. It can be stored only for about 30 days. After that period it may harden in the container and will be useless.*

Early the next morning we started the fast process of fiberglassing the boat. The surface was prepared in a well shaded area so that no sunlight could fall on the resin until ready for curing. All holes had been filled with plastic wood and all paint was sanded off. It is very important to sand the boat rather than use a paint remover. The finished surface must be free of all grease and oil.

Next we took the roll of cloth and rolled it out the entire length of the boat. The width of the cloth was just enough to do half the bottom at a time, allowing for sufficient overlap, which could be between 2 and 6 inches.

The next step was to mix the resin and the galalyst. Use  $\frac{1}{4}$  pound of galalyst per one half gallon of resin. One gallon of mixture will do 60 square feet with 3 coats. Complete one side of the boat at a time. Mix enough resin to cover the side with two coats.

The galalyst, which is the curing agent, is mixed with the resin.

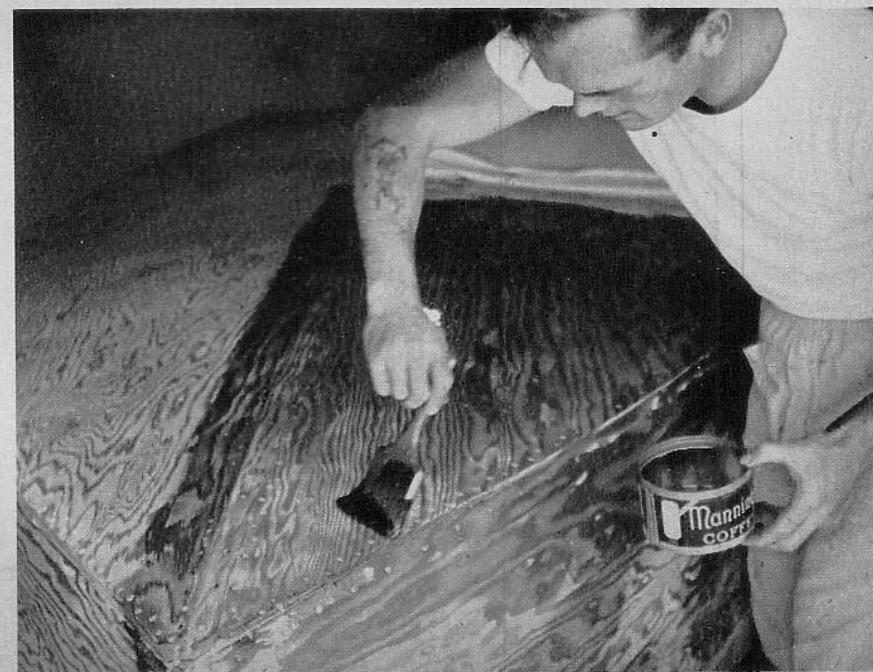
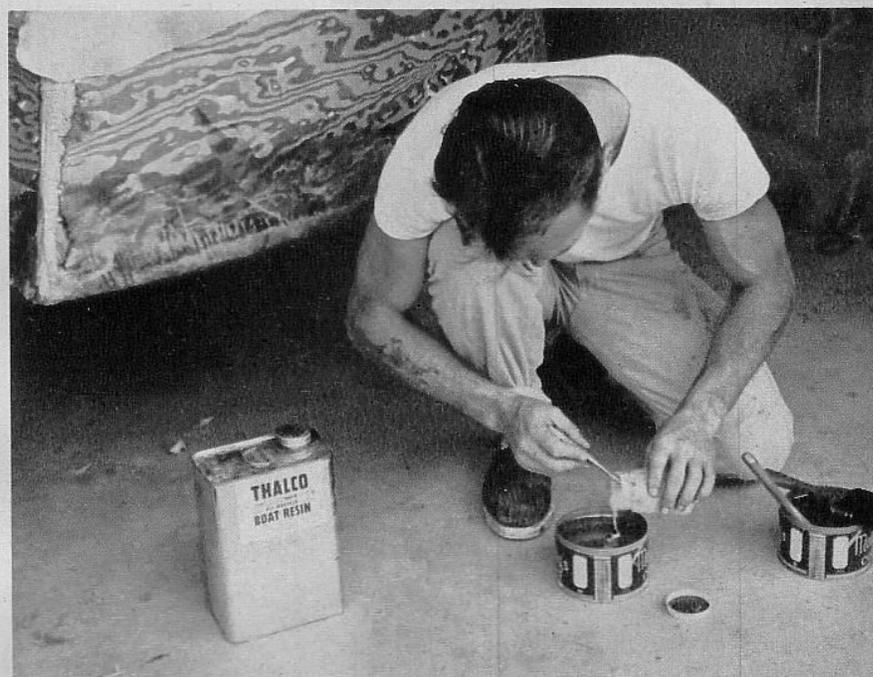
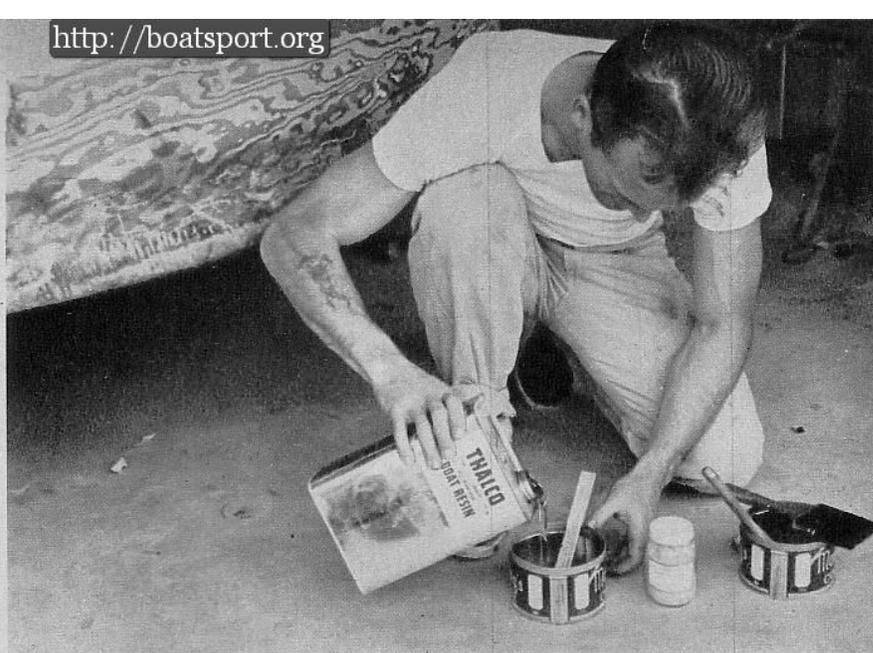
With the resin mixed, we rolled back the cloth and applied resin generously to one half of the one side with a brush and then we laid the cloth over the area that we had just painted. We then painted the second half of the one side, using generous amounts of resin, and rolled the cloth back over that area.

The next step was to smooth out the wrinkles and air bubbles. Then we poured more resin on top of the fiberglass, and smoothed out the resin all over the entire half of the boat with our hands. We found that the air bubbles and wrinkles were easier to work out with our hands than with a squeegee. Be sure the fiberglass lies smooth and conforms to the boat's surface. After the fiberglass is cured it will be so smooth that it will look like the boat has just been varnished.

After you have made sure all bubbles have been removed, expose the boat to direct sunlight to cure. Twenty minutes to one hour will do the trick, depending on the brightness of the sun. This particular day happened to be very sunny and the boat cured in about 30 minutes.

The next step was to feather-edge the overlap so that the seam would be invisible. The powder from the sanding makes a very potent itching powder, so it is advisable to do your sanding out of doors.

The resin is painted on the surface before applying the glass.





The fiberglass is then laid over the painted area.

The boat has been finish painted now and believe me it turned out to be a beautiful job . . . completed in remarkably short time without any previous experience in fiberglassing. Ted and I both feel that just the one item of strength added to the hull is worth many times the small amount of labor we put in.

In our area there are several suppliers of fiberglassing materials. We selected Thalco on the recommendation of several of our friends who reported wonderful results in applying this make to their skitow boats, and because this brand of fiberglass boat cloth was designed especially for marine application. Following is additional information on the materials we used, together with some "do's and don'ts" and more instructions that will help you in fiberglassing your boat.

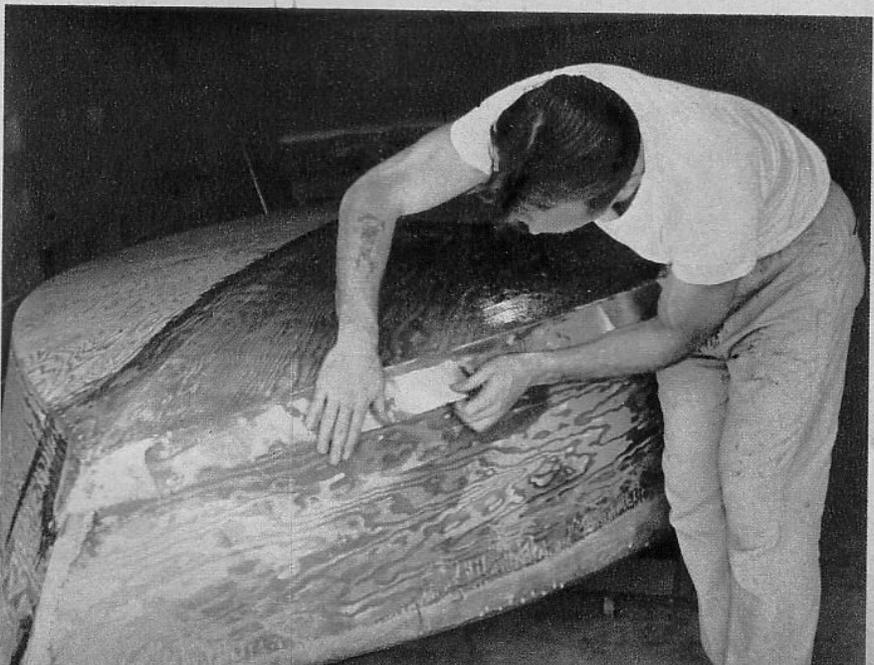
The next step is to make sure all wrinkles and bubbles are smoothed out.

After the sanding we moved the boat back into the shade and proceeded to do the other half of the bottom, going through the same procedure.

After finishing the bottom we did the top and then the sides and then the transom. When all this was done we added a coat of resin mixture evenly to the entire surface of the boat and let the boat cure in the sun for a whole week. (This may not be necessary but we wanted the resin thoroughly cured before sanding and painting.)

We used the *sun cure* method of curing the resin because we live in sunny (ahem) California. There is another curing process called CHEM-SET to be used when sunlight is not available or on large craft that cannot be conveniently moved into sunlight. The quantity ratio is four ounces of Chem-Set for every gallon of cold-curing resin. This will allow you about forty-five minutes in which to make application of the mixture. After that time, the liquid will begin to solidify. If the temperature is higher than 75° you may wish to reduce the quantity of Chem-Set to be added. This will extend the working time. If the temperature is low, you may add a greater quantity of Chem-Set to hasten the jelling process. It is recommended that you mix no more than one quart of cold-cure resin and one ounce of Chem-Set at one time. Mark your jar of Chem-Set in fourths so that you can readily estimate a one-ounce portion.

Ted and I were genuinely surprised at the simplicity of the whole process. We didn't encounter a single problem that couldn't be solved right on the spot with just the use of ordinary common-sense.

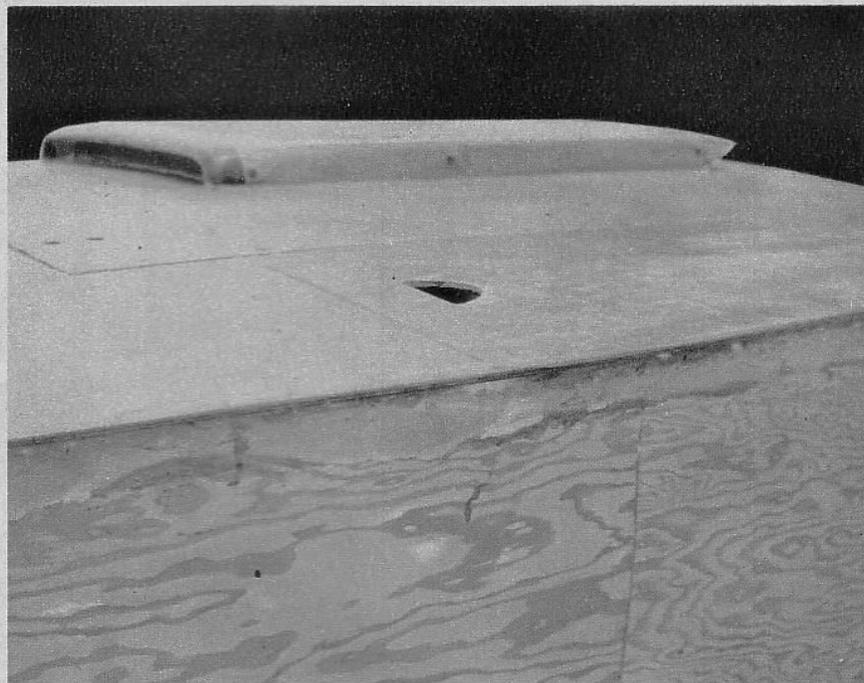


The overlap has to be carefully smoothed out.

The overlap has a tendency to pop up in spots when first exposed to the sun and it is necessary to work these spots down until curing starts.

A. **FIBER GLASS CLOTH:** This boat cloth possesses great directional strength, yet is porous enough to allow easy impregnation and permit air to escape when laminated. Air bubbles are therefore easily eliminated. All glass cloth as woven ordinarily contains a film of lubricating oil which is incompatible with resin. A special finish in this boat cloth replaces this film with a chrome compound designed to give excellent resin adhesion and strength when wet. In addition fraying of the fabric is considerably reduced by this process.

B. **PLASTIC RESIN:** The resin, both for the sun-cure and cold-cure, is a specifically blended polyester resin which serves the following purposes: It holds the glass cloth in place, it lends mutual reinforcement to the glass cloth, and fuses with the wooden surface to form a complete sealer



Close up showing overlap after curing.

and waterproofing agent. NOTE: Do not use the resin and catalyst mixture alone on wooden surfaces, as it is not suitable for this application.

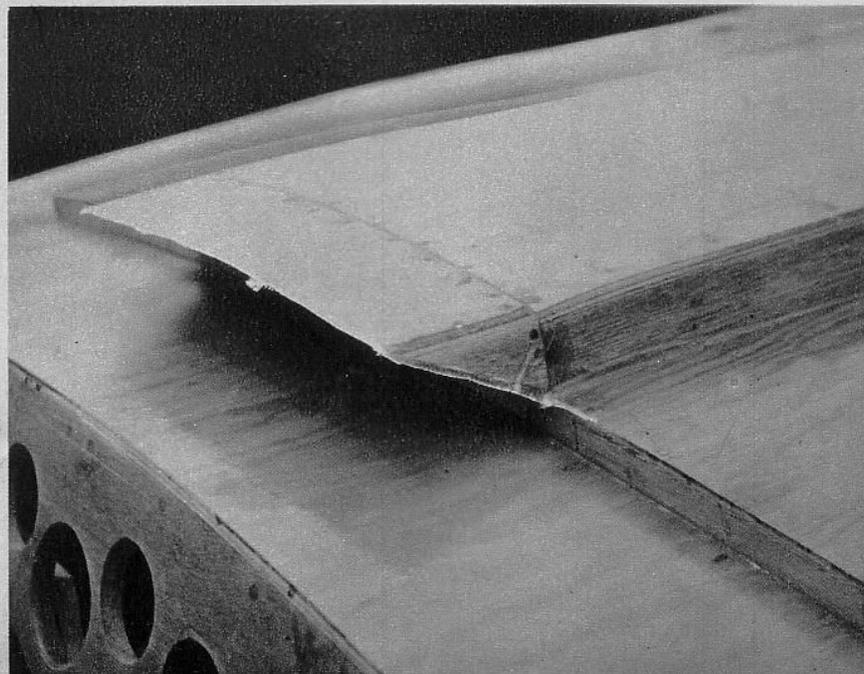
C. **GARALYST:** This is the catalyst you will use if you are curing the finish by sunlight. Ultra-violet rays of the sun activate this paste when mixed with the resin so that an internal heat is generated. The mixture is thereby hardened to a tough, practically impenetrable coating.

D. **CHEM-SET:** This is a superior catalyst for curing without sunlight or applied heat.

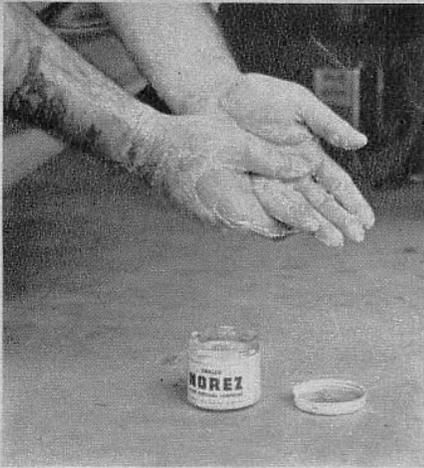
E. **CAUTION:** Do not under any circumstances attempt to interchange Chem-Set or Garalyst with the Cold-Cure or Sunlight Cure resins. Use only the proper catalyst for the proper resin.

F. **PREPARING THE HULL:** New wood need not be treated in any way prior to application of the fiber glass. No preservatives or sealers are required as the plastic resin will serve this purpose. As to old hulls, the paint must be *thoroughly* removed. Grinding and sanding is the best method, although it requires considerable effort and time. Fill all holes or seams with plastic wood or wood dough. Do not use any oil-based fillers, as the oil will repel the resin. If possible, it is well to remove keel strip, splash rails, etc., and replace them after completed application. This will result in a smoother and easier job.

G. **STORING OF RESIN:** The nature of polyester resins is such that they cannot normally be stored for longer than thirty days. After this time the liquid may become solidified in the container, even without the addition of a catalyst. If this occurs, the resin is useless as it cannot be



Close up showing the transparency of the fiber-glass. Note how fiberglass has molded over the hatch.



Two fingers dipped into jar of Norez furnished enough to clean hands of resin.

Close up showing how fiberglass has been molded over rise in the hatch.

restored to a liquid state. ORDER YOUR RESIN ONLY WHEN YOU ARE READY TO USE IT. If it should be necessary for you to delay application after receipt, store the resin in as cool a place as possible, preferably under refrigeration. Resin may be used as long as it is in a liquid state.

**H. SUNLIGHT CURING WITH GARALYST:** It should be emphasized that curing by sunlight is the simplest method of application. The resin and Garalyst mixture will not harden for a period of approximately six hours, unless exposed to the sun. It is the ultra-violet rays and not the relative heat which cures the finish. When the finish is exposed to the sun, it will harden completely in twenty minutes to an hour, depending upon the brightness of the sun. Curing of small areas may be accomplished by using ultra-violet lamps; but on large areas, this method may result in spotty or uneven curing. It is also possible to reflect the sun to hard-to-reach areas by mirror or foil. While you have ample working time with this combination, it is nevertheless recommended that you mix no more than one-half gallon of resin and four ounces of Garalyst at any one time. It takes only a few moments to prepare the mixture, and by preparing only this small quantity at one time, you will avoid waste by spilling, etc.

**I. APPLYING GLASS CLOTH:** Regardless of curing method used, be sure that the glass cloth is *thoroughly* impregnated with resin. Smooth the cloth as much as possible during application to avoid wrinkles and air bubbles. If required, tacks or staples may be utilized to hold the cloth in place. These may be removed after resin is cured. Final coat of resin will seal small holes. Use no more resin than is needed to completely fill the weave of the cloth. Too much resin, particularly on the last coat, may give the surface a "bumpy" appearance.

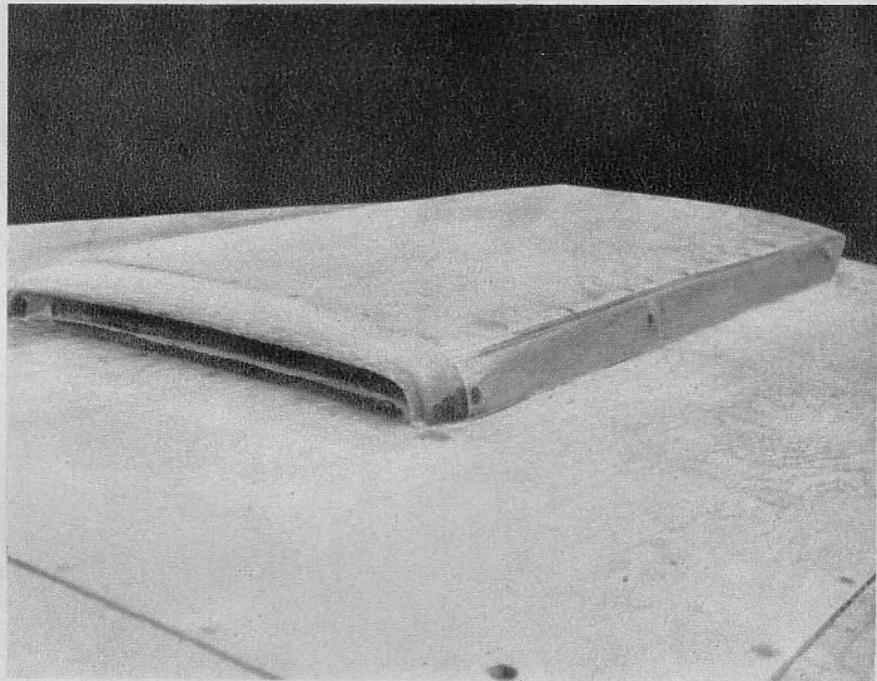
**J. TRANSOM:** If you wish to cover the transom of your boat, the best approach is to bring the edge of the cloth up from the bottom and sides of the hull so that it laps around the transom two inches or more. After this has been done from keel to gunwale on both sides of the boat, a piece of cloth may be cut to fit the transom and applied flush around the entire section. Be sure to make an allowance for additional yardage in your cloth requirements.

**K. FINISHING AND COLORING:** After the completed application of fiberglass lamination, no further protection is needed. The finish will appear a translucent white, with the grain of the wood showing through. Paint is required only for the element of color, if you so desire. The area should be sanded smooth, using a power sander or a medium grit waterproof sandpaper. Use water on the surface as you sand with this type paper. This should be followed by a good quality automotive-type primer, and then the marine paint

of your choice. If you use the Cold-Curing Resin and Chem-Set, pigments may be added to the last coat of resin. You may blend colors to achieve any specific shade. **DO NOT ADD COLOR TO THE SUN CURING RESIN** Pigments would block out the ultra-violet rays and prevent a cure.

**L. CLEANING OF EQUIPMENT:** Acetone or lacquer thinner will serve to clean your tools, and keep brushes soft between applications of resin. Use an old brush that may be discarded after application, as the resin may destroy the substance in which bristles are set. Remove all jewelry from the hands and wrist. Hands may be cleaned with NOREZ, a resin-removing compound which works effectively without harming the skin.

**M. CANOES:** This process is highly adaptable to canoes which are constructed of at least light planking over a framework. Do not attempt, however, to stretch the glass cloth over a skeleton as a replacement for canvas. The lamination must be bonded to a solid wooden surface.



# RACING WITH THE BRITISH

L. Melly, Commodore of the Lancashire Hydroplane Racing Club, returns to the pits at Oulton Broad. He won every heat.

By F. H. SNOXELL

Photos courtesy of "The Motor Boat and Yachting," London

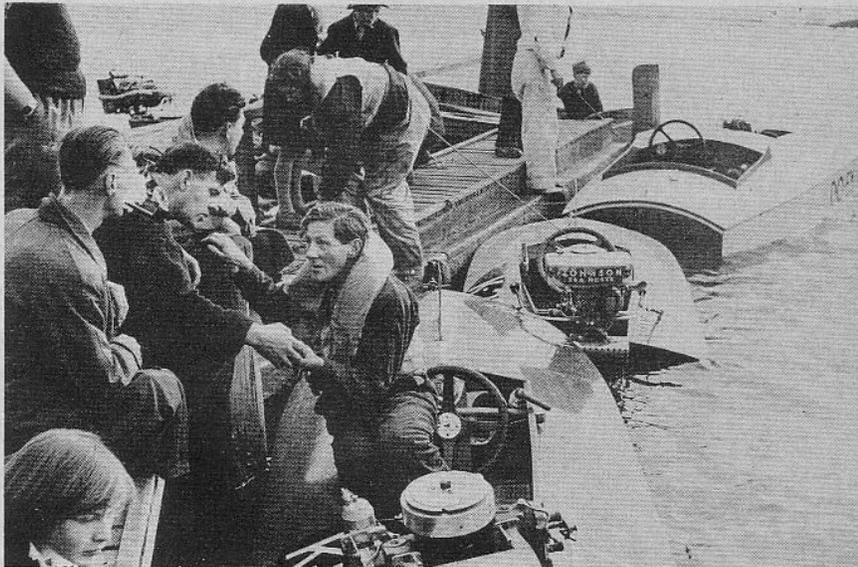
**T**HE main event at the Coronation Meeting run by the Lowestoft and Oulton Broad Motor Boat Club at Oulton Broad on June 4 was the contest for "The Motor Boat" Trophy. The winner was L. Melly, Commodore of the Lancashire Hydroplane Racing Club.

Three heats were run, each consisting of 12 laps of the two-third mile course. All boats able to run took part in every heat, points being awarded on the U.I.M. system for finishing positions. Outboard hydroplanes of all classes were eligible, and each heat was run as a class handicap. A Class (250 c.c.) boats started on the gun, B Class (350 c.c.) 1 m. 40 secs. after the gun, C Class (500 c.c.) 2 m. 30 secs. after the gun, and X Class (1,000 c.c.) 3 m. 10 secs. after the gun.

A score of boats came under starter's orders, and there was spirited racing in each class. Melly, a successful driver of wide experience, and an expert in engine tuning, drove his Borwick-built Ralu hydroplane right through the field in every heat, under the urge of a modified 983 c.c. Evinrude Storm motor. This gave him a 100 percent score of 1,200 points and undisputed title to the Trophy.

A good duel had been anticipated between Melly and Alf Brown of the British Outboard Racing Club, who has lately been winning many events with his Freebody hydroplane, based on a Crandall design, also powered by an Evinrude Storm engine. Brown's drive shaft broke in the first heat, and Melly had his own way in X Class.

A favored entry in B Class was that of R. T. Estes, of the United States Air Force, at present stationed in this country, and an enthusiastic and popular outboard hydroplane driver. His three-point hydroplane, built to a McCrea design and driven by a Mercury engine, was very fast on the straight but not so quick in turning as some of the single-step hydroplanes. He achieved third place (first in B Class) in the first heat, and again in the last; he would surely have been in the prize list had he not suffered temporary engine trouble in the second heat, which he failed to complete.



Best in A Class, and winner of the second prize in the contest, was Billy Nichols, a most able young driver, who is the son of the president of the L.O.B.M.B.C. Both his Jacoby hull and his Johnson engine are pre-war, but the engine gets very careful tuning by father and son, who have also gone to great trouble in determining the best propeller for the outfit.

C. E. Mayes, using his own adaptation of a 498 c.c. Triumph engine, was best of the C Class boats, and gained third prize in the contest.

At the same meeting, a small menagerie of inboard boats competed on individual handicap for the Mountbatten Trophy, which was won by C. Middleditch in *Tiger Lily*.

Outboard racing continues to increase in popularity here, and the sport has lately been introduced to waters where it has never been tried before. For instance, a meeting organized by the Midland Hydroplane Club, in conjunction with the Ouse Valley River Club, was held on May 23, at St. Neots on the River Ouse in the county of Huntingdon. The course was really too narrow for serious racing, but some of the boys handled their hydroplanes very skillfully, and gave the thousands of spectators who assembled on the river banks a new thrill. The winner was Alf Brown driving in Class X.

Successful "X" Class driver A. Brown coming out of a skid turn while racing over a narrow course on the River Ouse at St. Neots. He used a 983 cc. Evinrude on a Freebody hull built to modify Crandall design.



R. T. Estes, of the United States Air Force, in his B Class Mercury-powered 3-pointer.





Coming up from behind. L. Melly in his Class "X" hydro passing R. Estes' Class B.

Billy Nichols, best in A Class and runnerup for the "Motor Boat" Trophy in his Johnson-powered Jacoby hydro "Rapier."



The Windermere Motor Boat Racing Club is applying to the Union of International Motorboating, through our National Authority the Marine Motoring Association, for an International date next year, probably towards the end of the season. There seems little doubt that this International Meeting will be approved. The Windermere Club has already staged two Internationals since the war. At the last one, held in 1951, Canadian driver H. A. Hatch won the Duke of York's Trophy, and another Canadian, J. W. Langmuir, was only just beaten by Norman Buckley in the contest for "The Motor Boat" Sea Mile Trophy. At next year's International meeting it is intended to include outboard events, the organization of which will be entrusted to the Lancashire Hydroplane Racing Club.

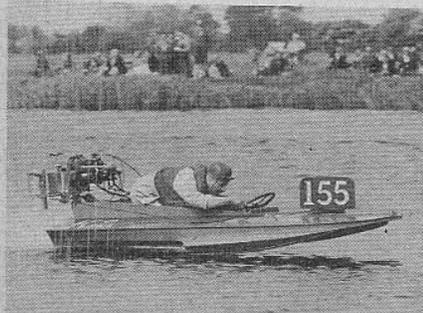


"The Motor Boat" Trophy Contest, Oulton Broad. Melly running through the field.

Racing on the Ouse. Peter Winter in "Gremlin" powered with 348 cc. JBS-JAP engine.



C. E. Mayes led C Class in "Tiger" driven by his own conversion of a 498 cc. Triumph.



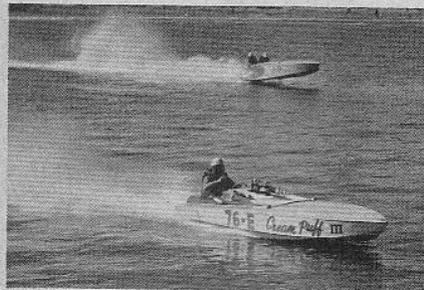
W. Leech executes a snap turn in "Sabre," a conventional with 498 cc. Triumph.



# inboarding west

## Roostertail Runabout

There were just enough E Racing Runabouts to make a race and that was all. Ed Olsen won the trophy in his *Cream Puff III*, after one of those "catch up and then pull away deals" that went on for five laps with Ed Brown in his new *Bouncy Barby*. The public probably enjoyed the two-boat race as a show, but the drivers were watching Brown's latest creation. The new *Bouncy*, powered with that same "loaded with horses" Wayne Chevy that Ed had in the old Cracker Box is far off the beaten track of E Boat design. The above bottom lines are more like a hydro than a runabout in every respect. The shaft angle is very slight with the prop out back of the boat under a cavitation plate and shaft center line just two inches below the bottom. The result of all this is a roostertail that would put most hydros to shame and not an inconsiderable amount of speed with worlds of acceleration. When all the bugs are out, this could be a hard rig to beat, especially on a short course.



Ed Olsen in "Cream Puff III" just edged out the Patterson boys' Cracker Box record holder "Hot Cinders" in the match race.

## Record Boats

The Patterson boys, Bob and Tom, beat out a big turnout of fast Cracker Boxes with that Dodge Red Ram powered *Hot Cinders*. The *Cinders* gang got the trophy, but they played "U-pass-me and I-pass-you" once too often with Dick Johnson in *No-Go* and Dick beat them to the line in the fastest heat. Gillette Smith, who burned up his motor winning the 48 Hydro title at Beaumont sat this regatta out. Record holder Vic Klette's *Peggy* and Fred Hubbards' *Little Jim* split the 48 heats with Roy Skaggs driving the Hubbard boat. Jack Kirby's *Keeno* with Chuck Powell in charge won the first 135 heat at near 266 speed, but lost cooling in the final, leaving the trophy to Bud Meyer in *Avenger IV*.

By KENT HITCHCOCK

SOUTHERN CALIFORNIA Speedboat Club's traditional Memorial Day Regatta at Long Beach Marine Stadium pulled a whale of a crowd. It was top notch weather and the boat turnout was excellent in almost all of the classes. Several upsets in pre-race dope enlivened a card that featured run-away races by the favorites.

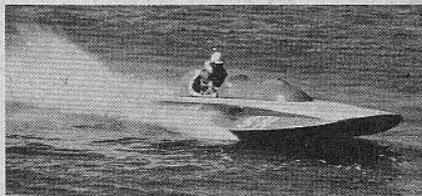
## The Mix Was Hot

The highlite of the program was the 266 race with a flock of hot outfits, all out after the scalp of Howard Johanson and his DeSoto powered *Mixmaster*. Up to this race the new OHV outfit had exhibited worlds of speed, but not too much in the way of dependability and there was considerable doubt in some minds if the outfit could beat the Merc's on a closed course. There was no doubt at all after the first lap of the first heat. The crowd really got a thrill—not the kind of a thrill that goes with terrific speed and performance. Driver George Matucci from California Speedboat Assn. literally blasted the competition off the course. After a lazy start, he turned on the heat in the backstretch and the *Mixmaster* toured through the fleet at breathtaking speed. George "slammed the door" on Rich Hallett, who was leading the pack at the second buoy and then stabbed the outfit just once to insure a clear lead. That acceleration was something to write home about. The race was in the bag at cruising speed from there on out. George pulled out of the second heat when a water hose pulled loose, but the crowd as well as the drivers had seen the show—that rig is hot and ready for the record. Rich Hallett garnered enough points in Keith Black's *Flyin' Saucer* to get the cup.

Nine PODH's answered the call, and that's the best entry in several years, hereabouts. Marion Beaver in his National Champion *Little Beaver* got so far ahead of the fleet that it looked like an Australian pursuit race and then nearly fouled out trying to back off "to make a race of it."

## Two Upsets

With both of the record holders in the field, George King from Fresno won the 225 events in his new *King Pin II*. Maynard's *Restless III* shook loose a condenser and Hallett couldn't stay with the new rig. Willie Miranda in the National B Runabout Champion *Vina Mae IV* took one and then stopped cold with mechanical trouble just a quarter lap from the finish while leading the final. Woody Eldredge from Merced driving *Slide Rule* got the trophy. Long Beach Boat and Ski Club entertained the crowd with an excellent water ski exhibition at the intermission. Belmont Shore Lions Club were the regatta sponsors.



"King Pin II" with owner George King driving upset all the dope in the 225 class.

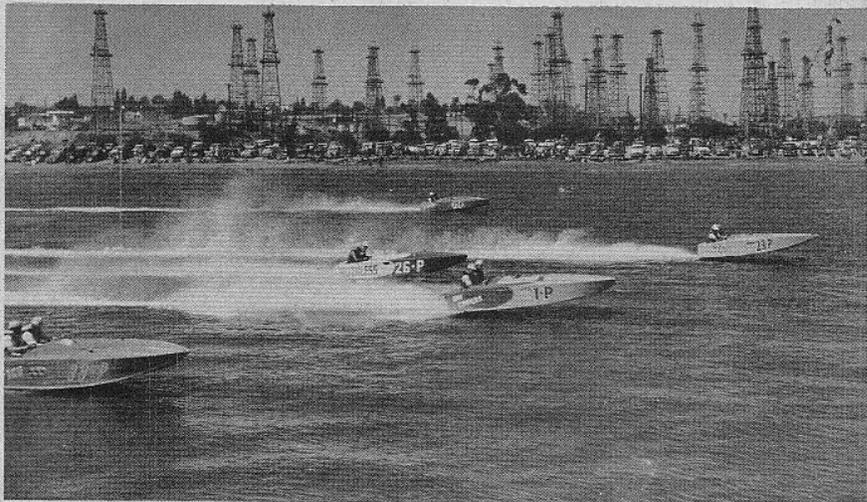


The "225's" taking the narrow single buoy turn with the two record holders Hallett and Maynard in the foreground.



A tight "48" race. Vic Klette's "Peggy," leading Ted Tyce by "a nose" and Fred Hubbard's "Little Jim" with Skaggs driving.

## Crackers starting with that familiar oil-well background at Long Beach Stadium.



Newport Harbor, one of the nation's largest pleasure boat harbors with a boating registration over the 5,000 mark, now has a new powerboat playground near the entrance to the still undeveloped Upper Bay and removed from the miles of congested channels that lead to the ocean.



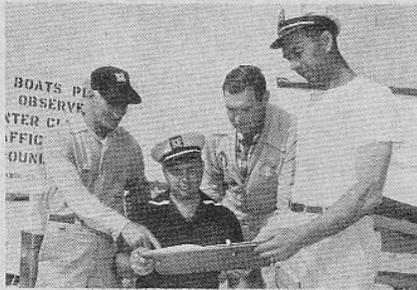
# ORANGE COUNTY WATER SPORTS PLAGROUND

**T**WENTY years ago Newport Harbor and Balboa were prominent in boat racing news. The Crandalls manufactured racing boats at Newport. Outboards and in later years the inboards raced around Newport's mudflats. Many records were set on Newport courses.

Newport's mudflats, one by one, were built up into seven beautiful islands. Today the many miles of shoreline are covered with some of the countries most beautiful waterfront homes most of which boast a private pier and at least one pleasure boat. The channels were deepened and Newport became a Federal Harbor. Then came strict restrictions on speed. Five thousand pleasure boats are now moored in the many channels. Several yacht clubs have racing events for a score of sailboat classes on nearly every day of the summer season. Add to the racing the normal pleasure boat traffic, a host of sport fishers, and the rental sail boats, power boats, paddle boards, and swimmers—Newport is a busy place these days.

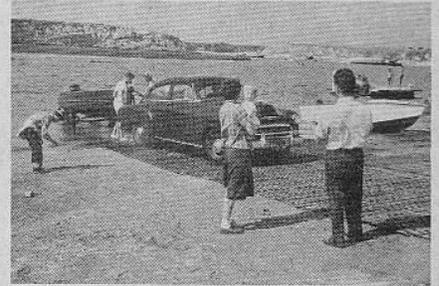
With all of this growth came speed regulations and with it all power boat racing schedules were finally reduced to one date per year. Several years ago, the Pacific Motorboat Trophy Race, the last date on the calendar was dropped.

With the five mile speed limit in effect and with practically no place left to trailer-launch a small power boat, owners in Orange and Los Angeles Counties were forced to look for other water sports playgrounds. For many years the City Fathers and the Orange County Board of Harbor Commissioners were deaf to all pleas for an area for water sports enthusiasts. The changes in our economic structure that have brought the small power boat into universal favor have finally had effect. With literally tens of thousands of water sports enthusiasts in the surrounding metropolitan areas of Southern California, every single waterway is crowded to capacity.



Orange County Outboard Club officials study expansion plans for the new playground. L to R Dave Spies, Playground Manager; President John Fonda; Director J. Cornelison; and Commandant Walt Meissner

To the Orange County Outboard Club with headquarters in Santa Ana, California, goes the credit for the opening of the new launching ramp and water sports playground in Newport's back-bay. This area is only just entering the development stage.



The launching ramp is pitched to permit trailer loading with the car hooked on.

An access road, ample parking, good beaches and a launching ramp are the sum total of the Newport water sports area today. On opening day, without publicity and fanfare except for the word-of-mouth news through the boating clubs, the ramp was busy from morning until night. Now the word has gotten around and already the new facilities aren't nearly large enough. The Orange County Club is developing the idea of an enclosed swimming area for youngsters with necessary expansions of the shore facilities. Already they are talking of a small boat racing course. The Orange County Club will hold their annual Newport to Catalina Island Family Cruise on July 17th and their Colorado River Family Cruise is scheduled for early October.

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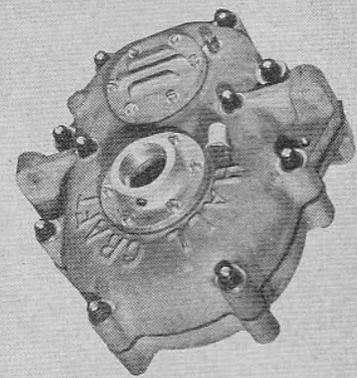
1524 WEST 15TH STREET, DEPT. 101

LONG BEACH, CALIFORNIA

Send 25c for illustrated catalog, which includes inboard frame kits, plans, and ready built hulls.

TRINDL PRODUCTS, LTD. of Chicago, Ill. makers of the "Constellation" line of arc welders, has recently announced the addition of a new "trouble shooter" Model 80A A.C. type welder to its range of models. The new 80A Trindl is said to be receiving acclaim for its portability and adaptability to handle a wide and varied range of work. Efficient and economical

The assembly is splined, not tied, which the builders feel is partially responsible for the fact that there is no record of failure in any of the boxes manufactured... some of them in constant use for five years. The gears are heat treated with straight cut teeth and bearings are Timken Taper Thrust and New Departure ball bearings. Gear ratios are designed to work under all conditions with racing conversions of the Chevrolet, Cadillac, DeSoto and Dodge, and any other motor now currently in use.



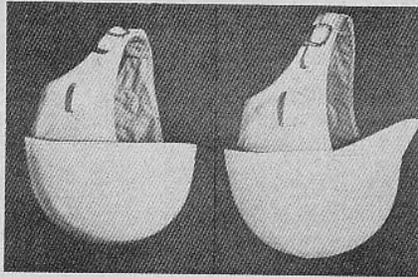
HALLCRAFT GEAR BOX of Los Angeles, Calif. announces that a recent release of materials has permitted them to go into production on both their in-line and V-drive boxes for racing boats and fast runabouts. These gear boxes, previously known as the K-W Gear Box, are extremely light in weight, 22% lbs. Gear ratio change can be accomplished in 20 minutes.

UNIVERSAL MOTOR CO. of Oshkosh, Wisconsin have released their 1953 edition of "Boats Today," a 106 page book of boat plans. The 36-page power boat section contains diagrams and profiles ranging from small utilities to cruisers. The price is \$1.00.

# TRADE NOTES

E. G. McCREA, small boat designer of North Haley, Quebec, Canada offers a new design booklet entitled "Boat Plans and Patterns" which is specially prepared and detailed for amateur builders. The booklet contains information on the following outboard models: Three-point hydros, conventional stepped hydros, stock utility runabout, pram utility, service and racing runabouts, and several sport boats. The price of the booklet is 25c. McGrea uses a selector service attempting to provide the proper hull plan for any specific motor or need, taking into consideration also the facilities and abilities of the prospective builder.

All possible safety features have been incorporated and considerable thought given to make the helmets comfortable. One model is leather covered and the other is primed ready for painting. Prices on both models are competitive. Dealer inquiries invited.



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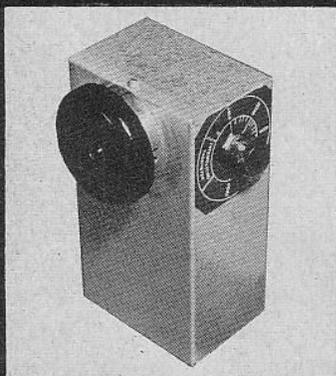


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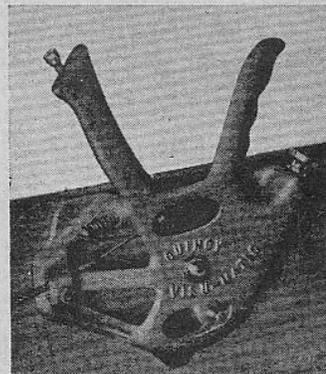
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★★ FROM HERE AND THERE—Roy Skaggs took a day off at the Lake Elsmore Regatta—got his 135 Skidavags already to go and found he had left the rudder at home—60 miles to Long Beach. . . . Buddy Meyer has drawn the summer driving assignment on *Mixmaster*. . . . Lou Fagoel flew to Seattle recently to try out *Slo-Mo-Shun V* with the Rolls Royce Merlin installed. The rumor factory tells that he was pleased with the performance. Lots of horses there, if they all pull.

★★ PAN AMERICAN REGATTA—Jim Bettif's *Miss Nehi*, that going "135" from New Orleans, with Bobby Bourq at the wheel repeated last year's performance to take a second leg on the \$2000 Regal Perpetual. S. E. "Sunny" Jones from Miami, Florida, driving *Lil Steve* set up the first five mile competition record for the new 44 cubic inch runabout class at 31.948 mph. This was the first sanctioned "47" race which puts Jones' record on the books. The Pan Am drew 75,000 spectators.

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# ... IN THE ROOSTERTAIL ...

★ ★ ★ Signals over—Last month we reported that Jack Schafer's new twin engine unlimited is a conventional hydro. Our reporter has since amplified this statement to read "a conventional three-point hydro." Even this statement isn't completely accurate for the latest *Crust* has Vee type sponsors.

★ ★ ★ Word comes from the Pacific Northwest that 136 Hydro Class is on the boom and that there will be nine new boats ready to run at the Seafair Regatta. Some of the "135" owners are transferring to "136."

★ ★ ★ Good turnout of F Hydros at Southeast Sweepstakes, Long Beach on June 14. Howard Thompson and Elgin Gates driving *Strictly Stock D* Stock Hydros placed second and third respectively. Wonder what will happen when some of the hotted-up Mercury Thunderbolts take on the "F's."

★ ★ ★ If that 7 Liter Race comes off at the Seafair, someone will take home a beautiful perpetual trophy. Seattle leaders had the award designed several years ago and posted it for an unlimited race to be held after the Gold Cup contest. Silly boys! Dreamers! The average run of gold cups is ready for a complete overhaul or

else the junk yard after the annual 90-miler. To schedule two races for gold cups in rapid succession is folly.



The Seafair Trophy is a beautiful custom designed award—strictly modern—a silver three-pointer with a beautiful plastic rooster tail suspended high over the water on a filigree column—the whole ensemble mounted on a mahogany base. The seven leaders are scheduled to go two ten-

mile heats on the 2½ mile course between the Gold Cup events. Could be a swell boat race, if the leader boats turn out.

★ ★ ★ George W. Sutton, Jr., reports from New York that Great Britain has called off plans to hold the John Ward Trophy Race this year and the event has again been allotted to the U. S. U.I.M. President Buysse expresses the hope that the race will be held at a different location than last year to better publicize the trophy throughout the U. S.

★ ★ ★ Better get those reservations made if you intend to go to Seattle for the Gold Cup and Seafair events from August 6 to 10. Our Seattle correspondent reports an unprecedented advance demand for motel space.

★ ★ ★ Here come the DeSotos. Bill Schuyler and Sid Street will each take delivery on full-race Fire Dome Eights presumably to be ready for the competition and the mile trials at Seattle. Johnny Corea has a new Studebaker in his "266" and according to reports it flies. There are several Dodge Red Ram boats readying too. Toss all of this dynamite in with the better Merc jobs and the "266's" could put on a better show than the Gold Cuppers, if the big outfits don't hang together any better than they have in recent years.



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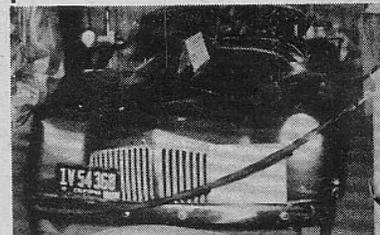
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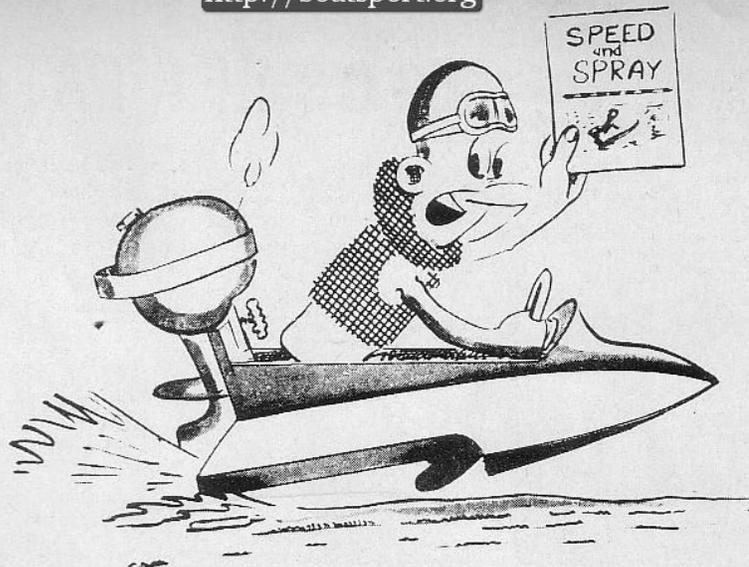
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